



Seminary Road

Complete Streets Project

Public Outreach Phase 1 Summary

July 2018

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Introduction and Purpose

Seminary Road was identified in the Pedestrian and Bicycle Chapter of the Transportation Master Plan for potential improvements to ensure the safety, mobility, and accessibility for all roadway users. Data analysis conducted through the Vision Zero Action Plan also showed that Seminary Road was a corridor with a high number of KSI (killed or seriously injured) crashes.

Since the reduction of the speed limit on Seminary (from Quaker to Library Lanes) in 2016, data has shown that crashes have been reduced. However, to sustain this benefit, the roadway design must reflect the posted speed limit as well as encourage and better accommodate people walking, biking, driving, and riding transit.

Project Process

The project will have a roughly six-month process. As shown in the diagram below, the process began with an information gathering and data analysis phase, during which the City has held several input opportunities for interested members of the public. The second phase will feature development of potential design concepts, and drafting of recommendations with opportunities for the public to provide input. This will follow with the selection and design of a concept to be presented to the public later in the summer or early Fall 2018. Final design and implementation will follow to enable paving to move forward and short-term recommendations to be implemented.



Outreach efforts

Public input has been gathered from a variety of sources, which are described below, but also presented in Appendix A. Comments and feedback received about Seminary Road through all of these efforts are being considered and used as part of this Complete Streets project process.

Pedestrian and Bicycle Chapter of the Transportation Master Plan

The Pedestrian and Bicycle Chapter of the Transportation Master Plan (Ped/Bike Master Plan) was updated starting in 2014 and adopted by Council in 2016. As part of this outreach process,

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an online interactive map was hosted to gather comments on public perceptions and desires for pedestrian and bicycle facilities.

Vision Zero Safety Map

The Vision Zero Action Plan process was developed in 2017 and, similar to the Ped/Bike Master Plan process, included an online interactive map as well as an in-person version that asked participants to identify safety issues that they have experienced on Alexandria roadways.

Repaving Feedback

In Spring of 2018, the City hosted an online repaving feedback form that sought feedback on roadways that were identified for upcoming repaving projects. The first set of roadways included Seminary Road and comments were gathered about the issues that people experienced and improvements they would like to see incorporated as part of the repaving effort.

Seminary Hill Civic Association Meeting

On May 10th, Transportation and Environmental Services (T&ES) Project Manager, Darren Buck attended the Seminary Hill Civic Association Meeting to announce the kickoff of the Complete Streets Project and to invite residents to an upcoming community walkabout.

Community Walkabout

On Saturday, May 12th T&ES Staff held a community walkabout where residents met staff at two intersections, Jordan Street and Quaker Lane and walked toward the middle. Along the way, staff gathered comments and spoke with residents about the issues, ideas for improvements, and their desires for the future of the roadway.

Public Open House

On Tuesday, May 29th, T&ES Staff hosted a public open house event at Beth El Hebrew Congregation from 5:30pm – 7:30 pm to give more information about the project, show public comments to date, give safety and traffic data, gain feedback on potential improvement facilities that have been previously used in the city and region, and ask for more feedback on an aerial map. In open house style, there were informational boards around the room with staff available to walk the participants through the information. At 6:00pm, there was a brief presentation followed by a Q&A session with T&ES staff. A summary of the responses to each activity as well as the Q&A session is available in Appendix A.

Comment Summary

Comments were taken from each of the sources previously mentioned and synthesized into the following summary.

Key takeaways

- Access to Seminary Road through turns onto the road and backing out of driveways is difficult for residents

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- Speeding noted as a problem for the entire corridor, people do not adhere to the posted limit
- Sidewalks were noted for a need to be wider, continuous, with more of a buffer between vehicles and people walking
- Long distances between safe crossings along corridor
- Long distances for pedestrians to cross Seminary Road
- People were both against and for bicycle facilities. Those for bike facilities liked protected bike lanes or at least those with a buffer. Those against thought it would make traffic worse or present a hazard for drivers.
- There were opposing viewpoints for the future of the roadway, some wanted to maintain the use as a major thoroughfare for the city, others wanted it to better reflect the community character as a residential street.

Design comments

Quaker Lane- Confusion about the signal timing and how it works for pedestrians. One suggestion asked for a “Barnes Dance” diagonal crossings. Issues with congestion but also avoid making it more desirable for cut through traffic. North side continue sidewalk. Consider Safe Routes to School for nearby children.

Zabriskie- lack of crossing from Zabriskie to the Seminary. No safe left-turn.

Fort Williams Parkway- No changes that would encourage more motor vehicle traffic. Desires for crosswalk at or near the intersection. The streetscape here was encouraged for Seminary plans (center planted median, sidewalks, etc.). Fence blocking sight lines for turning traffic.

Beth El Congregation- Desire for crossing between bus stops to connect to sidewalk. Crosswalk with pedestrian signal

St. Stephens Road- Sight issues with fencing. Signal operations issue. People run red light at this intersection (left turns). Synchronization of the lights at the intersection.

Greenwood/Frazier- Speeding concerns here

Howard- Many liked the idea of removing the slip lane for safety, and repurposing for bike connections or open space. Issues raised of people going straight through the right turn lane (EB right turn to SB Howard). No buffer between sidewalks and car traffic. One person noted that bus stop location encourages unsafe crossing. Slip lane encourages speeding.

Ivanhoe- Left turns onto Ivanhoe are difficult from Seminary Road.

Jordan- Right turn lane becomes a second left turn lane in some cases. Volumes on Jordan feeding to Seminary is high. Failure to yield at crosswalks, and narrow sidewalks. Turns at high speeds are a concern here.

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Pickett- Sidewalk on north side and crossing is narrow and has many obstacles. One person expressed desire for a right-turn lane at Pickett from Seminary.

Library Lane- A lot of discussion about students crossing safely at this intersection. Many are concerned about the access to the medical building and vehicle/pedestrian traffic conflicting here. Need for more crosswalks and school zone signage to drop the speed limit down to 15 mph. In front of the school, the EB right lane is very wide. Long distance to cross.

Kenmore- Concerns about the weaving traffic for turns onto Kenmore and Library. Issues of pedestrians crossing with no safe accommodation. Desire to add the pedestrian fence back to the intersection.

General Design Comments:

- Many want a street design that encourages safer, lower speeds. Others thought that Seminary Road should stay a major thoroughfare for the City to discourage more cut through traffic in the neighborhoods.
- Bike facilities and traffic calming were desired by some, opposed by others.
- Bike facilities requested were climbing lanes on steep areas, protected or buffered lanes, turning the slip lane at Howard into a bike-only connection
- Median island requested for entire length- some liked breaks for center turn lanes. Median islands at crossings – most preferred longer islands with plantings
- Flashing beacons at pedestrian crossings were most desired, followed by pedestrian signs at midblock crossings. One person requested that these come with bulb-outs to shorten crossing distances. Another person opposed the idea of the bulb-outs with concerns of visibility in poor lighting or snow.
- General support for closing the sidewalk gap adjacent to the Seminary property
- General desire for more enforcement of the speed limits and intersections along the corridor

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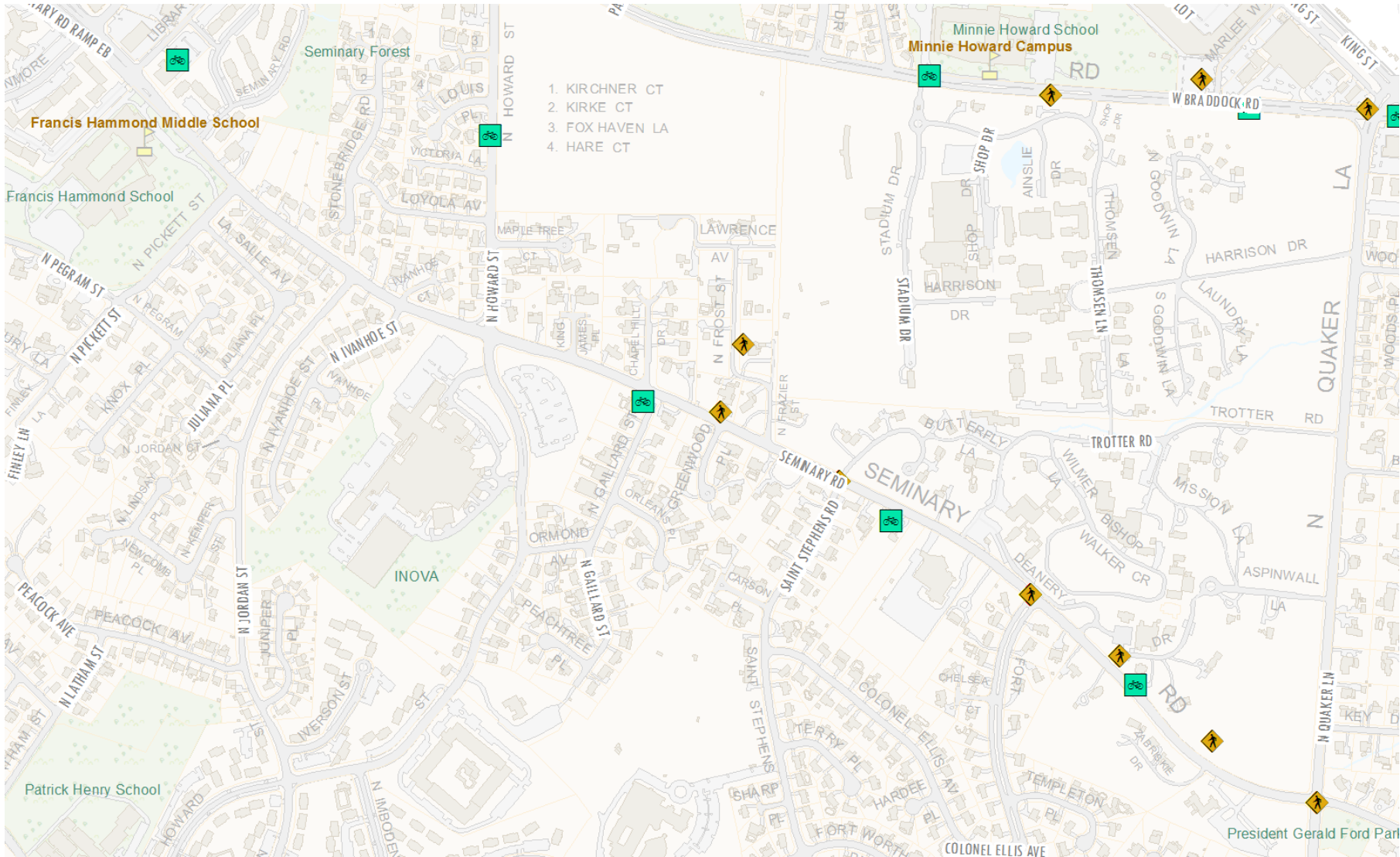
Current Study status

The City is currently working with a consultant team to provide engineering services, traffic analysis, and design for the project. The city will be working on concepts and draft recommendations based on safety data, analyzing the potential impacts of those concepts, establishing project goals and objectives, public input, and best practices. Opportunities for public input on these preliminary concepts will be held during the summer of 2018.

Appendix A

Raw comments from each source are presented in this appendix.

Ped/Bike Master Plan Wikimap

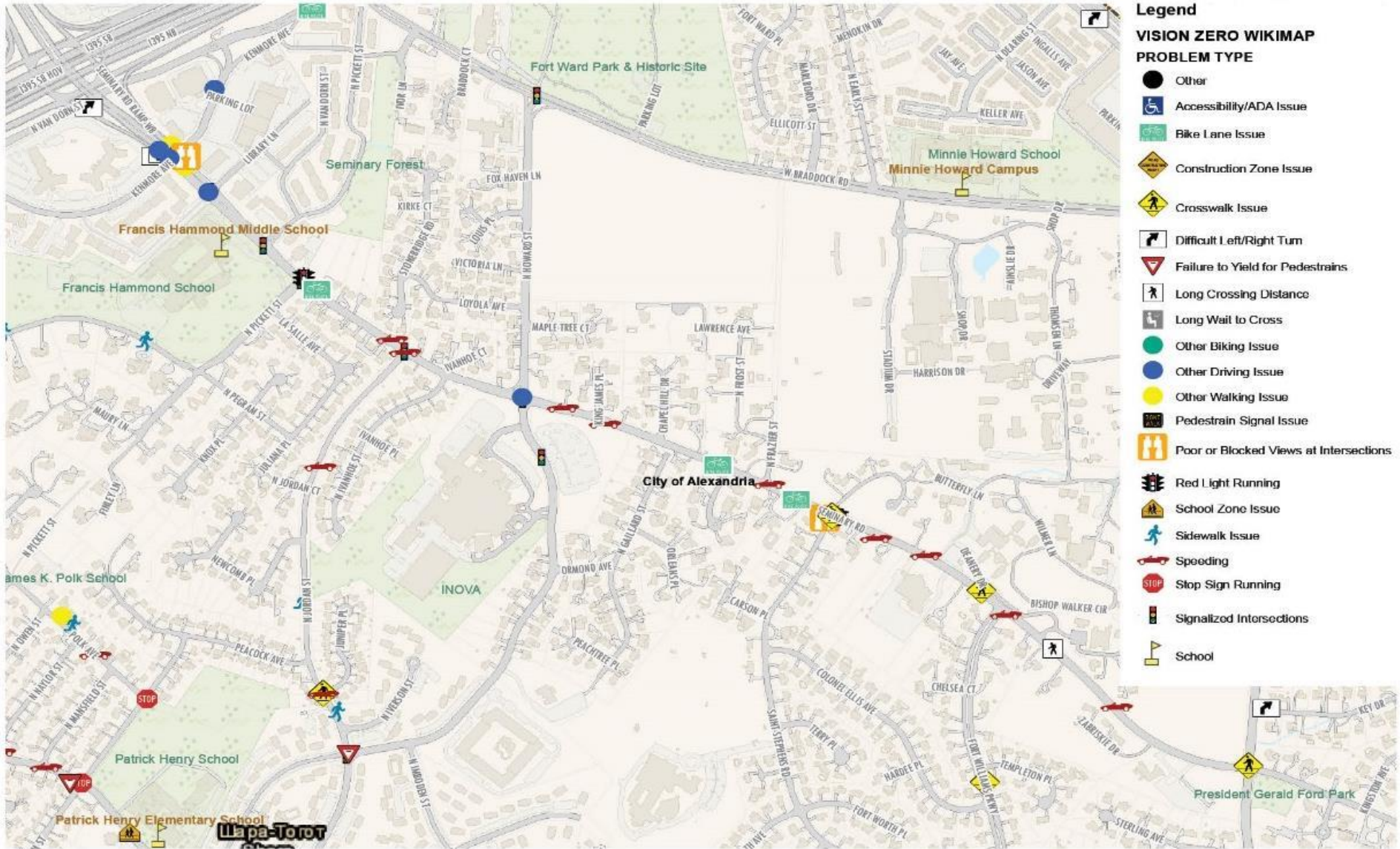


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Barrier Mode	Location	Safety Concerns?	Supporters?
Bike	Library Ln and Seminary Rd	High vehicle speeds, Heavy traffic, Conflicts with other bicyclists or pedestrians	3
Bike	Gaillard Street and Seminary Rd	Heavy Traffic, High Vehicle Speeds, Safety Concerns at intersection- long waits to cross	3
Bike	St. Stephens Rd and Seminary Rd	Heavy Traffic, High Vehicle Speeds, Safety Concerns at intersection- long waits to cross	2
Bike	Seminary Road between Fort Williams Pkwy and Zabriskie Dr	Heavy Traffic, High Vehicle Speeds	2
Walking	Seminary Rd and Quaker Ln	Failure to yield to pedestrians, long distance to cross street, not enough time to cross street	3
Walking	Seminary Dr and Zabriskie Dr	No Sidewalk	1
Walking	Seminary Road between Fort Williams Pkwy and Zabriskie Dr	No Sidewalk	2
Walking	Seminary Road and Fort Williams Pkwy	Dangerous Intersection, No Sidewalk, Major Road without Traffic Signal, Speeding Observed, Failure to Yield to Pedestrians, Long Wait to Cross Street, No Crosswalk, Not Enough Time to Cross Street	11
Walking	Seminary Rd and St. Stephens Rd	Dangerous Intersection, Major Road without Traffic Signal, Speeding Observed, Failure to Yield to Pedestrians, Red Light Running Observed, Not Enough Time to Cross Street	7
Walking	Seminary Road and Greenwood Pl	Major Road without Traffic Signal, Speeding Observed	3

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Vision Zero Safety Map



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APPROXIMATE LOCATION	HOW ARE YOU TRAVELING?	PROBLEM TYPE	DETAILS	SUPPORTERS
4708 Kenmore Ave	Operating a Vehicle	Difficult Left/Right Turn	People making a right turn from the Seminary road east overpass to Kenmore Ave south need to cut across the freeway exit lane, causing backups in both lanes and risk for accidents. Recommend not allowing right turns onto Kenmore from overpass.	6
3718 Seminary Rd	Walking	Long Crossing Distance	Very unsafe to cross Seminary Road after getting off the bus. Long distance and high vehicle speeds. The bus stop is more than about 1/4 mile from the nearest marked crosswalks.	6
4661 Kenmore Ave	Operating a Vehicle	Other Walking Issue	Pedestrians frequently cross Seminary Rd near Kenmore instead of at the light/crosswalk.	5
3830 Seminary Rd	Biking	Speeding	Seminary Road is straight and wide encouraging high motor vehicle speeds. Please change the character of the street to encourage safer speeds.	5
4112 Seminary Rd	Biking	Bike Lane Issue	Bike lanes needed on Seminary Road to connect to the Bike Network.	5
4660 Kenmore Ave	Operating a Vehicle	Other Walking Issue	Pedestrians frequently cross at random from the eastbound side of Seminary Rd to the westbound side of Seminary Rd and vice versa for the bus stop. Some barrier should be placed along the median to prevent pedestrian crossing.	4
1437 Janneys Ln	Walking	Crosswalk Issue	N. Quaker and Janneys Lane intersection needs diagonal crosswalks to alert people to the all-vehicle-stop for pedestrians phase.	4
3750 Seminary Rd	Walking	Crosswalk Issue	No safe place to cross Seminary Road unless you go down to Quaker Lane or Up to St. Stephen's Road. Would love to see a crossing beacon that stops cars if pedestrian would like to cross.	4
4000 Seminary Rd	Operating a Vehicle	Poor or Blocked Views at Intersections	Unable to see eastbound traffic on Seminary when turning right from St. Stephens road onto Seminary. The fence from the house on the SW corner of the intersection makes it impossible to see traffic.	3
4708 Kenmore Ave	Operating a Vehicle	Other Driving Issue	The merge is difficult. Eastbound Seminary traffic has two lanes, Highway traffic has no continuing lane, and at the point of the merge, overpass traffic can turn right across them onto Kenmore. This causes backups, as well as many near accidents.	3
3730 Seminary Rd	Walking	Speeding	I cross seminary road on foot from Ft williams Parkway every day. And every day cars go speeding by at high rates of speed. It is very obvious which are speeding and which are not.	3
4708 Kenmore Ave	Operating a Vehicle	Difficult Left/Right Turn	Vehicles exiting expressway/ traffic circle fail to yield to eastbound overpass traffic turning right onto Kenmore Ave to access Van Dorn St.	2

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4660 Kenmore Ave	Walking	Crosswalk Issue	There is no crosswalk here but lots of people try to cross to get to the new pedestrian bridge.	2
3976 Seminary Rd	Operating a Vehicle	Red Light Running		2
4660 Kenmore Ave	Biking	Poor or Blocked Views at Intersections	Cars on Kenmore regularly go through stop sign and over crosswalk before stopping to check traffic on Seminary going west.	2
3834 Seminary Rd	Walking	Speeding	Speeding continues to occur on Seminary Road, and the speeding is everyday and night. The road is hazardous for walkers and bikers, as well as vehicles. Plus, quality of life for residents is poor.	2
4018 Seminary Rd	Biking	Bike Lane Issue	Bike lanes needed on Seminary Road so my children feel safe biking to school.	2
1601 N Howard St	Operating a Vehicle	Other Driving Issue	Cars go straight in the right turn only lane onto Howard St.	2
4205 Seminary Rd	Operating a Vehicle	Speeding	Drivers continue to exceed the speed limit on Seminary Rd. between N. Howard St. and Quaker Lane. The metered sign shows most are going 10 miles above the posted speed limit.	2
3634 Zabriskie Dr	Operating a Vehicle	Speeding	vehicles routinely exceed posted speed in excess of 15mph	2
Seminary Rd	Operating a Vehicle	Other Driving Issue	This nightmare intersection has it all.... Peds running across the street, cars exiting the highway trying to cut across 3 lanes to go to the shopping center, limited merge area and cars making a right turn on to Kenmore or entering traffic from Kenmore.	2
4701 Seminary Rd	Operating a Vehicle	Other Driving Issue	People frequently blow through the right turn lane to go straight here, nearly causing accidents right by the school.	1
4575 Seminary Rd	Operating a Vehicle	Red Light Running	People on Seminary frequently run this light in the morning. It would be safer to make this a blinking light in the morning, as there is generally no seminary traffic while Pickett is red, and when it turns green, the traffic shows.	1
4560 Seminary Rd	Biking	Bike Lane Issue	Heavy traffic on Seminary (both directions) especially between Kenmore and Howard makes cycling impractical on this stretch.	1
4441 Seminary Rd	Walking	Speeding	Drivers speed up N. Jordan St. to make the light at Seminary Rd. and N. Jordan St. This is a continuous occurrence.	1
SEMINARY RD AND SAINT STEPHENS RD,	Operating a Vehicle	Red Light Running	There is red light running at the corner of Seminary and St. Stephens every day	1

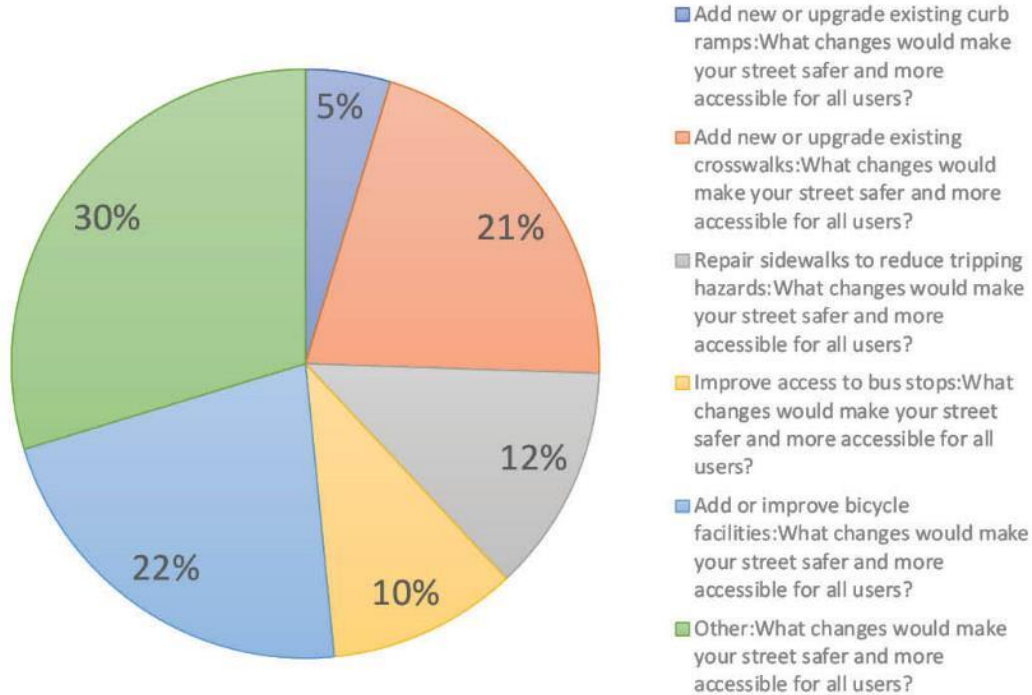
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SEMINARY RD AND SAINT STEPHENS RD,	Walking	Red Light Running	Cars run the red light at Seminary and St Stephens every day	1
4042 Seminary Rd	Walking	Speeding	<p>Cars speed on Seminary Road. It is dangerous to walk or bike on this road, and quality of life for residents is poor.</p> <p>Note that speeding is a constant problem but this survey doesn't allow such a notation</p>	1
1308 Saint Stephens Rd	Walking	Crosswalk Issue	<p>Cars do not stop for pedestrians, bikers or cars even when the light is red. Cars constantly run the red light.</p> <p>This occurs on multiple occasions.</p>	1
4250 Seminary Rd	Walking	Speeding	Seminary Road needs a road diet to ensure the safety of walkers, bikers, residents, and vehicles. Vehicles continue to ignore the speed limits.	1
4500 Seminary Rd	Operating a Vehicle	Speeding	Drivers exceed the speed limit going east and west on Seminary Rd. between Pickett St. and N. Howard St.	1

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Repaving Survey

What changes would make your street safer and more accessible for all users?



Other
Speed bumps needed along Jordan Rd.
I wish I could check all the boxes. Speeds to fast. Biking is dangerous. Street too wide to safely cross. Seminary needs significant improvements to make it safe for everyone.
Need an additional crosswalk or stop light, or some safe way to cross Seminary between St. Stephens Road and Quaker
Much too heavy police presence
Vehicle volume, Cut through traffic

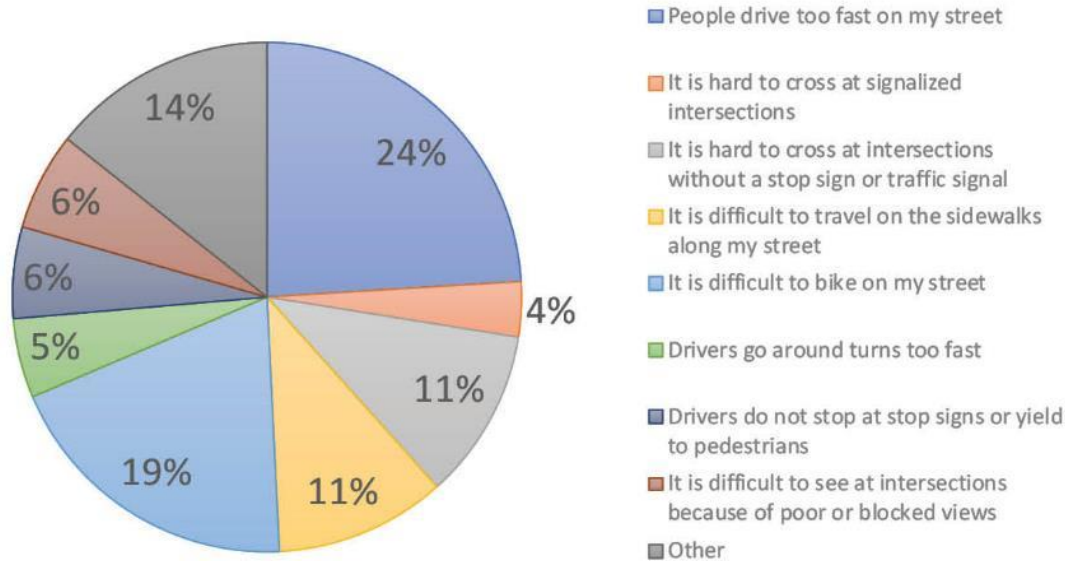
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<p>(1) The speed limit (25 mph) is stupid. Very few people actually drive that speed. And despite the fact that the new 25 mph signs also say that the speed limit is "strictly enforced," it is not. In fact it is incredibly rare to see any enforcement at all. I would recommend making the speed limit 35, and then ACTUALLY enforcing that limit. (2) Pedestrians cross Seminary Road at Kenmore Avenue (where there is no crosswalk) all the time, rather than walking the block east to Library Lane. The best solution to this problem would be to build a pedestrian underpass or overpass. One way or the other, it should not have steps, because if it has steps, people won't use it. (3) When coming eastbound on Seminary over the high overpass (the one that turns from Seminary onto southbound HOV lanes), it should be impossible to make a right turn onto southbound Kenmore Avenue. Particularly at evening rush hour, drivers use the high overpass to avoid the lights, and then stop other eastbound traffic while they wait to turn left. An easy solution would be to continue the poles that divide the lanes initially.</p>
<p>As a person with low vision who can no longer drive, I find it frustrating that pedestrian crosswalks at major intersections do not all have sounds to signal when it is safe to cross, and if they do, they are different. It would be nice if they all had uniform sounds.</p>
<p>road paving</p>
<p>Drivers do not follow traffic pattern at Howard/Seminary intersection (i.e., they go straight through the light at intersection when traveling in the right lane).</p>
<p>The street is Fort Williams Parkway. Please post speed limit signs on lower end (after Ft. Worth corner. Make Alexandria a "no speed zone" city by having speed limits at 25 and enforcing the law by having traffic enforcement out!!</p>
<p>The road is in bad shape and needs to be re-paved</p>
<p>People drive so fast on Quaker Lane that it is difficult to get out of our driveway safely.</p>
<p>The right turn on red from Seminary to north Jordan, drivers dont stop first. Heavy traffic during evening rush. Left turn from Seminary, even with arrow light difficult.</p>
<p>Any or all changes that will increase cut through traffic or change traffic patterns that currently exist; this included unnecessary crosswalks that will require stop signs or signals.</p>
<p>Repair and repave but do not change seminary or duke otherwise; the traffic team has worked hard but other issues like taxes or city debt. Also, bikes and bike lanes are a hazard to motorists on busy roads like seminary, bike lanes only encourage unsafe biking</p>
<p>speed limit too low</p>
<p>It is very difficult to see east bound traffic on Seminary Rd. from Ft. Williams Pky. b/c fence blocks view</p>
<p>I am against the proposed Calming ! When bikers obey the law and they are treated like drivers then you make the changes.</p>
<p>All of the above</p>
<p>The horrendous condition of the road, needs immediate paving. Sick of getting my front end aligned. Absolutely disgraceful</p>
<p>25 MPH speed limit on 4 lane road is ridiculous. Why didn 't you just enforce the 35MPH?</p>
<p>NEVER SEE SPEED/POLICE TRAPS</p>
<p>NEVER SEE SPEED/POLICE TRAPS VERY ESSENTIAL TO CONTROL THE SPEEDERS</p>
<p>Pedestrian crossing from INOVA hospital to west bound bus stop.</p>

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High volume and lack of turn lanes
There is no sidewalk along part of the Seminary side.
Volume of traffic is excessive.
Cut Through Traffic
None of the above are problems
Lake of bike path from Seminary Rd to the Mark Center
Drivers run red lights.
If Seminary must be 25mph, time the lights better to match that speed
Speed limit is too slow, and streets need to be repaved to eliminate pot-holes.
It is vital to keep Seminary Road four lanes
To maintain greenery, trees, open space
Mitigate eastbound traffic
Drivers departing from St Stephens & St Agnes School exit the school onto St Stephens Road without full stops and without sufficient care.

What are your highest priority concerns along your street? (check up to 3)



Other
Enforce speed and no littering laws.
road diet - eliminate all 2x2 lane segments
Seminary Road needs a road diet, and bike lanes. At a minimum, the road lanes need to be narrower, and there needs to be a painted buffer between the sidewalk and the car lanes.
add more lights
Add stop or light at Ft. Williams Parkway / Seminary intersection, with crosswalks
Seminary is too wide for pedestrians and bicyclists to safely cross. It needs an Island or to be narrower.
Complete crosswalk on the N. side of Seminary
Reduce flow to match end streets
Change speed limit back to 35mph

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remove the "hot right " turns from Seminary onto Jordan, Kenmore, Picket/Pegram
Trim back trees/shrubs blocking intersection and sidewalk views.
REDUCE THE SPEED LIMIT TO 15 MPH ON N IVANHOE ST, CIRCLE HILL RD, AND THE NUMEROUS OTHER RESIDENTIAL STREETS WHERE 25 MPH IS AN UNSAFE SPEED.
Parking enforcement for non-residents
See above
Sidewalks consistently down both sides of the street
Keep up with repaving. High volume traffic and there are some bad areas.
Reconfigure the roadway.
Add a sidewalk on the north side of Seminary Road, from at least the bus stop on Seminary Road at Fort Williams Pkwy to at least the Post Office. I cross Seminary Road to access these two destinations.
extend sidewalk to cover length of the property of the VA Theological Seminary
Remove bushes and other obstacles that hinder views at intersections, specifically at Seminary and Greenwood Place
Sidewalks are very narrow with lots of obstacles. There is no tree belt along much of Seminary and no sidewalks alongside the Seminary
Change yield sign to stop sign.
reduce speed using passive measures such as reduced lanes from Quaker to N. Howard
repair road paving
Frequently enforce speed limit. When reduction was added last year, people initially followed new speed limit, but now people are back to speeding.
Add sidewalks along VA Theological Seminary
Reduce the amount of concrete used when putting in new sidewalk corners and median strips. Less concrete and more grass for permeable
More police presence
Have police monitor and ticket on north Jordan.
The question is bias; is there a statistical safety issue? If so, what is a no cost solution?
Widen grass space between curb and sidewalks
Traffic calming
restore 35 mph speed limit
Enforce the speed limit during Rush Hour.
Enforce speed limits
No bike lanes

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Paving the roads to get rid of pot wholes
All of the above
none, the street specifically Seminary is for cars to go and from, I am sick of accommodating bikers!!
REGULAR SPEED CONTROL/POLICE
REPAIR THE HOLES IN THE ROAD
speed bumps
Redesign privacy fence at corner of St Stephens and Seminary to allow better sight of on coming cars before moving into the intersection.
Create middle turn lane or widen road or add left turn lanes
complete the sidewalk along the Seminary side of Seminary road
more law enforcement
Road diet to include center turn lane, high visibility crosswalks, pedestrian islands and bike lanes. Speed limit should be reduced to 15 mph in front of Hammond during arrival and departure times.
Add separated bike lanes
Slower speed limits
Add dedicated bike lanes that don 't share car traffic.
I think Seminary is perfectly well accessible as it is (except for perhaps sidewalk area which is owned by church
See comment above.
Seminary Road should just be repacked but without impediments such as Center islands and cement cut outs
Enforce traffic laws
Please do not add bike lanes to Seminary Road. It will make an already slow passage even worse en route to I-395 from Seminary Ridge.

Please comment below if you would like to provide more information about a specific location:
A crosswalk is needed by bus stop at post office and Temple Beth-El.
It may be worth approaching the Seminary about purchase of land-strip along Seminary (from campus entrance down to Quaker intersection), wide enough for installation of a sidewalk. Exit ramp from 396 on east-bound Seminary is creating a bottle-neck problem and a risk for entry and exit into apartment complex immediately after the exit ramp enters onto Seminary -- people are waiting a long time to turn right across the exit ramp line of cars, and exiting cars are having to wait longer to get through this untended and unmarked (but busy) intersection. I recommend some form of alternating traffic light that regulates timing of turns and merges. In general, this entry needs significant attention to reduce accident risk.

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<p>There needs to be a safe way to cross Seminary between St. Stephens and Quaker roads. Also, need a complete sidewalk on the north side of Seminary. I am a new mother who is often pushing a stroller to pick up my groceries at Beth El or cross the road to visit friends across from Deanery Lane. There is no complete sidewalk on the north side of Seminary. You would think that's not a big deal, I can just cross to the south side of Seminary, except there is no way to do that. To cross the street, you either have to jaywalk (a perilous feat, doubly so with a toddler in a stroller!), or go through VTS' campus all the way down to Aspinwall (a 1 mile detour) or walk all the way to St. Stephens Road, which is also a 1 mile detour. Crazy! Also, many people jog the loop around Quaker, Seminary, Howard and Braddock, which would be much safer and involve crossing fewer streets if the sidewalk were complete on the north side of Seminary Road.</p>
<p>Seminary Road is a major artery in the City. It is heavily used, particularly since the BRAC appeared. It had had a lot of repairs and needs repaving. That repaving SHOULD NOT be an excuse to cut the road to one lane in each direction. The backups would be huge.</p>
<p>Near the Post Office</p>
<p>There ought to be sidewalks consistently all the way down both sides of Seminary Rd. to facilitate ease of use for pedestrians. There should also be crosswalks with accompanying lights toward the top of the hill on Seminary close to Quaker; it is very dangerous to cross the street right now, not because of speeding drivers but because the hill makes visibility nearly impossible. Further, without sidewalks it's very dangerous to try to cross from one side to the other.</p>
<p>Would like to Seminary Rd. be like on King St. along T.C Williams. Slow the traffic down. Single lanes.</p>
<p>I see so many people cross Seminary at Kenmore rather than going to the Library Lane intersection to cross. It is extremely dangerous and I don't know what good solution there is other than to build an over the street cross walk or put a divider on Seminary to force pedestrians to walk a block to cross</p>
<p>Seminary Rd. between I-395 and Quaker Lane</p>
<p>1. Make the intersection at N. Quaker Lane and Seminary Road safe for school children west of N. Quaker Lane to walk and bike to school. My grandchildren live close enough to walk 0.8 mile to Douglas MacArthur Elementary school, we need any changes you can make to enable them to cross N. Quaker Lane and Seminary Road safely.</p>
<p>Please add crosswalks at each street intersection on seminary. There is only one at St. Stephens then another at Quaker and Seminary. Very unsafe for pedestrians. Bike lanes and shared space is necessary please add traffic calming- reduce to one lane</p>
<p>The sidewalk in front of our house and leading to our neighbors house is raised in numerous spots causing our small children to trip and fall on a daily basis.</p>
<p>The right turn only lane on Seminary at Howard can be better marked and enforced.</p>
<p>Drivers regularly disregard not only posted speed limits but also the traffic light at Seminary and St Stephens. Crossing at this intersection is extremely dangerous despite increased police presence. Morning and afternoon rush hours are especially bad due to traffic to/from BRAC building.</p>
<p>My husband and I, both visually impaired, walk from our home on Ellicott to Fort Williams Parkway to meet our Tuesday Night Tandem group. We cross Braddock at the well-marked crosswalk on Early, which is fairly easy due to the island in the middle and the fact that traffic isn't going as fast. We walk through the Seminary and would like to cross Seminary at Ft. Williams, but there is no light or crosswalk. We must walk</p>

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<p>down to St. Stevens and cross there, then traverse a very narrow sidewalk with lots of obstacles up Seminary Road to reach our destination. A crosswalk with a pedestrian activated light at Ft. Williams would be very helpful. Thanks.</p>
<p>Seminary Road continues to be dangerous to pedestrians and bicyclists. Reduced speed limit to 25 mph is helpful but City Police cannot provide enough enforcement to ensure speeds are at speed limit, especially during AM and PM rush hour. Also, sidewalks are right against the road further reducing pedestrian safety including school children who walk to and from multiple nearby schools.</p>
<p>There is excessive speeding between Howard and Quaker intersections.</p>
<p>Many thanks to the Alexandria Police for increased traffic enforcement along North Quaker Lane and Seminary Road. When the police are not on Seminary Road, nearly all the cars travel at maximum speed, around 45-50 mph. I recommend that Seminary Road be made into a two lane road with bike lanes, a wide median strip, and no parking along that road.</p>
<p>When I bike on Seminary I often stick to sidewalks because the street is dangerous. In some areas, there is no sidewalk on the north side (this isn't the type of street that one can simply cross when the sidewalk ends).</p>
<p>On seminary road, specifically between N. Pickett and I395, there should be a dedicated right hand turn lane onto N. Pickett from Seminary Road. Additionally, the traffic merge from the new and old overpass on Seminary road (eastbound) needs to be addressed. Possibly extend the far right hand lane from Kenmore Ave to N. Pickett. There is a lot of land in front of the middle school that can be dedicated for this.</p>
<p>These changes will help make Alexandria more walk-able, bike-able, and help encourage use of public transportation. Also, the area right in front of one of Alexandria's two middle schools - Hammond - is unsafe for pedestrians. Bike lanes will make it possible for students and others to safely bike and will help calm traffic in this area.</p>
<p>I'd like to see Alexandria safer for everyone. I drive, ride a bike, and walk. Biking is by far the scariest.</p>
<p>Stop and/or reduce neighborhood cut through; cross walks and bike lanes are false senses of security and have proven counter productive in other US communities.</p>
<p>I am interested in improved crossings across seminary between Quaker lane and St Stephens's road.</p>
<p>It seems to me that the police enforce the speed limit on Seminary Rd and Quaker Lane during off peak hours. Perhaps they do not want to impede the traffic flow during Rush Hour, but that is the time most drivers are speeding. I would bet that most of the speeders ticketed during off peak hours are neighborhood retirees going to the market. The city should research the characteristics of the Rush Hour speeders so they can educate that community on why they should obey the speed limit.</p>
<p>Police enforcement is lax</p>
<p>-Physical modifications to Seminary Rd that achieve vehicle speeds of 25 mph or less. -Implement crossing safety improvements such as pedestrian islands where needed, for example across Seminary Rd at Ft Williams Pkwy. -Add bike lanes where feasible on Se</p>
<p>Re-engineer Seminary Road to achieve vehicle speeds of 25 mph or less Â· The section of Seminary Road from I-395 to Pickett Street is UNSAFE - right in front of the Francis C Hammond Middle School. Make this area safe for people to cross the street to get to school and access bus stops. Â· Change the school speed limit in front of Francis C Hammond Middle school to 15 mph (it is currently 25 mph) Â· Eliminate the slip lane from N. Howard Street to Seminary Road for pedestrian safety Â· Move the west-bound bus stop at N. Howard Street closer to the intersection so people can more directly cross Seminary Road in a crosswalk. Â· Add Bike lanes on Seminary Road, not</p>

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<p>just for people who bike, but for calming traffic and making it safer and more pleasant to walk along and across Seminary Road. Â· Provide safety improvements such as pedestrian refuge islands and sidewalks where needed. For example, installing a pedestrian refuges on Seminary Road at Fort Williams Parkway and a sidewalk along this section of Seminary Road would enable safe access the bus stop on the north side of Seminary Road. Â· Make the intersection at N. Quaker Lane and Seminary Road safe for school children west of N. Quaker Lane to walk and bike to Douglas MacArthur Elementary School.</p>
<p>Seminary Rd & Kenmore: Apt residents frequently cross the street to reach the bus stop on the north side of Seminary Rd, & the Kenmore shopping center. Extremely dangerous There used to be a high fence on the concrete median strip, but people invariably walked around it or even through it. An (expensive) pedestrian crossover bridge would make good sense at this important pedestrian location. The bus stop on the east side of Seminary, across the street from INOVA hospital, is also a hazardous area for pedestrians, who "short cut" between that bus stop and the one on the south side. This crossing area will be a difficult matter to resolve - no easy answers since moving/removing the north bus stop would create a problem for everyone.</p>
<p>I see pedestrians jay-walking all the time right before I get on I395 from Seminary Road. It is so dangerous. The section of Seminary Road from I395 to Pickett Street is a disaster waiting to happen, particularly right in front of the Francis C. Hammond Middle School. Make this area safe for people to cross the street to get to school and access bus stops.</p>
<p>CORNER OF FT WILLIAMS AND SEMINARY...HARD TO ACCESS SEMINARY FROM FT W AS TRAFFIC EXCEEDS SPEED LIMITS AT ALL TIMES OF DAY PARTICULARLY AT 3 TO 7 WOULD LIKE TO SEE SPEED TRAPS ON A REGULAR BASIS DURING THESE HOURS.</p>
<p>SEMINARY RD FROM QUAKER TO JORDAN IS A DISGRACE TO THIS BEAUTIFUL CITY...ROADS HAVE WEATHERED MANY STORMS, I UNDERSTAND...BUT PATCHING IS NOT THE ANSWER. ROAD NEEDS REPAVING COMPLETELY.</p>
<p>Corner of St Stephens and Seminary Road. Although on private property, they may be amenable to redesigning the fence. Public safety dollars could be used for a minor change.</p>
<p>Pedestrians are crossing at mid block to get to the bus stop instead of ipusing the crosswalk. Often the pedestrian is running to meet the bus.</p>
<p>-Buffered/Protected bike lanes from Quaker to Library Ln -cycletrack on north side from Library Ln to Kenmore to connect to new pedestrian bridge -Plan for protected bike intersection at Howard Rd which will be repaved in 2020, don't let the \$400k grant f</p>
<p>Please pave Seminary Road; it in terrible shape with bad patch jobs and pot holes. Please do not reduce the number of lanes to two; with the reduced speed limit and reduced lanes it will be impossible to get anywhere in the morning hours due to the increased traffic. You will never reduce the number of commuters that cut through our city every day so reducing the lanes to two would be a disaster.</p>
<p>Please make slower speed limits. 40000 Americans died in car crashes every year, more than a hundred every day! This is ridiculous and we need to treat driving a vehicle as the serious thing that it is. Make people slow down, and give them tickets when they don't</p>
<p>Adding more hazards to slow traffic is a terrible idea. Enforcement of 25 MPH is ALL that is necessary. Please, no speed bumps, etc.</p>
<p>I observe drivers failing to adequately stop at the Seminary Rd (westbound) and Kenmore Ave (southbound) intersection. Drivers usually treat the stop sign as a yield sign.</p>
<p>Seminary Road is a perfect candidate for the City's Complete Streets program. Right now, Seminary Road between Quaker Lane and the I-395 intersection is very car-centric at the expense of any other mode of transportation such as walking, running, biking or taking public transportation. Especially from the perspective of a bicyclist, there is zero infrastructure. For me personally, it may not make a difference but</p>

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the vast majority of riders will not feel safe on Seminary Road today and thus will not bike on it. However, if the City's goal is to offer effective transportation alternatives and make all users feel welcome and safe on City streets, then the City must act here and implement a Complete Streets concept that is taking into account the needs of all traffic participants, not only those driving in cars.

Additional Comments:

I mostly commute to work by bike trails, but must use city roads for errands around town. It is frankly nerve wracking. I believe I have at least one near miss every time I go out. People pass too fast and too close, blast through stop signs, turn right without looking to see if there is a cyclist in their path, or pull into bike lanes and stop, without caring or noticing that there is a cyclist about to hit their opening doors. I wish it was safer.

There is a speeding and littering problem on Jordan St., from Seminary Rd. to Howard St. It is used as a pass though from Seminary Rd. to Duke St. Solutions to these issues need to be found. I have already put in a request for speed bumps along this section.

Speed cameras.

The 2x2 lane configuration is functionally obsolete in an urban setting. It encourages unsafe speeds and lane changes and saves minimal time due to inevitable stops at intersections. Eliminate all of them city-wide and replace with a 1x1x1 (one lane each direction with a center turn lane) configuration. If you want, add bike lanes in the extra space.

Seminary Road is not at all bike friendly.

Seminary Road is dangerous, and speeding is still excessive. It needs a road diet. In addition, intersections are dangerous to cross, and it is now impossible to get out of our driveway. If a road diet is not possible, lanes need to be narrowed, and bike lanes included, or, at a minimum, a buffer painted between the sidewalk and the car lane.

Traffic is definitely going slower but there is so much traffic at certain times it is hard to turn on to Seminary or to make a left turn. More lights would help perhaps with them only turned on between time school lets out and 6:30 pm and in the morning from 7:00 am to 10:00 am

Please do NOT put in more curb "bump outs" along Seminary or any other road in Alexandria. These are very dangerous, especially at night when making turns in poorly lit areas. They are very hard to see in some locations and are accidents waiting to happen. Stop putting bike lanes in where no one uses them. While the City may say that the King Street bike lanes are a "success", all of us who live and drive this area multiple times a day know that we almost never see anyone biking up or down King Street hill. So please stop saying things will be a trial, and then use ridiculous data to say they are a success and will continue. The King Street bike lanes are a failure by any standard of usage. Please stop allowing the 25 actual bike riders in Alexandria to restrict parking or eliminate travel lanes at the expense of 99% of the population who cannot and do not bike.

I want to see bike lanes on Seminary identical to what the city did on King Street. Yes nearby residents will loudly complain but the larger Alexandria community will be happy to have safer streets accessible to everyone.

Thank you!

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Add pedestrian islands and sidewalks to enable crossings. make Seminary to Quaker Ln, three lanes (left, straight, right) with controlled right turns (stop right on red). Same Janney's to Quaker side.
Students exiting Hammond School need more supervision
I feel like I live in a police state here on Seminary Road! Please get these police cars out of our neighborhood!
Evening rush hour, drivers travelling eatbound on Seminary turn right onto Kenmore, Picket/Pegram, and especially Jordan and don't yield to pedestrians on the sidewalk crossing the street. I'm just trying to get home from the bus stop on Kenmore to my house on Ivanhoe. Treacherous!
No current concerns
The so-called "complete streets" idea is ridiculous. People are not riding bikes with any consistency. There are 24,000 more cars in Alexandria this year than 10 years ago. People ARE NOT getting out of their automobiles. These cars must be accommodated or face traffic backups on an NYC scale. In other words, fix it but don't mess with Seminary Road.
Please don't put bike lanes on Seminary Road and please improve attempts to stop speeding.
ABOVE IS AN EASY, EFFECTIVE SOLUTION, CITY DOESN'T GET IT. UNACCEPTABLE. PLEASE GET A GRIP AND DO THE RIGHT THING.
More police enforcement.
The speed limit was reduced, but despite the fact that signs are posted that it is strictly enforced, it never is. I have never seen police monitoring that road or pulling anyone over for speeding. People continue to go 35 mph. In Other areas, they have speed cameras that will not only take a picture of the license plate, but also of the driver. If speed cameras were placed along Seminary Road, this could bring a lot of revenue to the city and slow drivers down. People driving over the 395 top bridge towards Alexandria should not be allowed to turn right onto Kenmore Avenue which they have to do from the second lane. Every day there are numerous near accidents. Turning right onto Kenmore should only be allowed from the lower bridge which automatically places the driver into the right lane. A barrier should be placed along Seminary so that no right turn will be made from that second lamp. There are no good areas for bicycles to bike along Seminary.
Something like what was done on King St. at TC Williams needs to be done on Seminary Rd.
1. I am strongly in favor of a road diet on Seminary Road. Three of my grand- children walk and bike to our home on Fort Williams Parkway from their home off of N. Howard Street, north of Seminary Road. 2. Add Bike lanes on Seminary Road, not just for children and other people who bike, but for calming traffic and making it safer and more pleasant to walk along Seminary Road. 3. Eliminate the slip lane at Howard and Seminary Road; 4. My family and I use the Fort Williams Bus stop for the DASH AT2 bus on Seminary Road. Please provide crossing safety improvements there so we can more safely access the bus stop. 5. Re-engineer Seminary Road to achieve vehicle speeds of 25 mph or less 6. The section of Seminary Road from I395 to Pickett Street is a disaster waiting to happen - right in front of the FCH Middle School. Please make this area safe for people to cross the street to get to school and access bus stop. 7. Please change the school speed limit in front of FCH Middle school to 15 mph (it is currently 25 mph)
I am a teacher at St. Stephen's & St. Agnes School and I bike to work. It feels very unsafe on Seminary between Howard (the hospital) and Quaker Lane.

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<p>Please extend the sidewalk on Seminary Rd. on the side with the Seminary. It ends abruptly and people wind up having to walk in the street or having to cross and there is a hill with cars that come down unexpectedly (no visual to other side of hill) and it is so dangerous to pedestrians. There is a sidewalk on the other side, but for the amount of traffic - runners, walkers, bicyclists who don't feel safe on the road - it really presents a challenge.</p>
<p>Despite living across North Pickett from Hammond, traffic speeds continue to be excessive. Cars tend not to slow down eastbound until they hit N. Jordan. Westbound they pick up speed beginning at N. Jordan, trying to beat traffic signals. Also, many non Va plates, indicating passthru traffic. Probably unrealistic, but suggest toll for non Alexandria residents, except first responders, taxis, public transport. Could be revenue stream and would free up access to Inova for first responders.</p>
<p>Frequently, drivers not only exceed the posted speed limit but do so at MUCH higher than the posted speed limit. Frequently, drivers run through traffic lights at the St. Stevens Road and Howard Street intersections.</p>
<p>Seminary Road and Quaker Lane are used as cut-through streets from BRAC to the beltway and speed limits and lights are regularly ignored. Consider traffic-calming measures (speed humps, traffic circles, etc) to slow traffic and make these streets less desirable commuter shortcuts.</p>
<p>Not related to the above, we would really appreciate an audible traffic signal at King and Wakefield/Dearing. Thanks. (I can't remember if I completed this survey before. If so, sorry for the duplication.)</p>
<p>I am referring to the corner of Seminary Road and N Howard Street. There is a turning lane that currently has a yield sign, I am asking for it to be changed to a stop sign. I live at the corner of Seminary Road, when I or my wife try to pull out of my driveway the traffic coming from N Howard is going so fast around the corner that we have had some very close calls.</p>
<p>I am very concerned about the "visual pollution" that the city is creating in neighborhoods. There is too much paint on the streets, too many unnecessary signs, and too much concrete being looted. Let's plant trees, add grass instead of concrete, remove some of the concrete medians that encourage "hot turns" and speeding and widen them and plant trees and bushes instead. Let's work to make Alexandria a "green" city with more permeable land and an expanded tree canopy. Let's make Alexandria a "no speeding city." Falls Church is a good example of a city setting speeds limits and enforcing them!</p>
<p>Seminary Rd. badly needs repaving between 395 and Quaker. It is bumpy and uneven.</p>
<p>No more bike lanes!!!</p>
<p>Protected bike lanes, please. Sidepaths and sharrows suck.</p>
<p>I am very appreciative of the 25 MPH speed limit but people still drive so quickly that we have issues crossing the street and it is still very hard to get out of our driveway without having to "gun" my engine to get out without another car on my back end.</p>
<p>I hope that the repaving is done in entirety and not in pieces as done on previous sections of Seminary Road. The whole street should be repaved all at once. I would like to see wider sidewalks and a dedicated bike lane. The sidewalks are old, uneven, and often puddle when it rains. Incorporating a storm water planter between the street and sidewalk wherever possibly would be welcomed by the community. Covered bus stops, specifically the highly used ones near 395 would be beneficial. Lastly, aesthetics, such as poled stoplights (as opposed to wires), landscaping, and bricked crosswalks would be beneficial to the health of this area.</p>

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<p>High city taxes, debt, and population density are priorities that must be addressed rather than expensive traffic proposals. Asking about additional crosswalks on Seminary (or any road) without mentioning associated vehicle stoppage can be misleading. Crosswalks exist at appropriate locations on Seminary from 395 to Quaker, walking to crosswalks or finding other bus routes to avoid road crossing already exist, most proponents have personal convince issues more than actual safety concerns.</p>
<p>Reduce population density, stop approving new housing of any kind, stop increasing city spending and taxes, sustain "real" green space to make Alex the desired place to live in future metro area.</p>
<p>Poor stoplight timing contributes to traffic backup, even outside of rush hour. Is it possible to sync up the lights that run between 395 and N Jordan St?</p>
<p>We've made some progress in making Seminary and Quaker Lane safer by reducing the speed limit but there's still much work for the City of Alexandria to do when it comes to speed, safe crossing areas and volume of commuter traffic.</p>
<p>Too much cut-through traffic from MD drivers to get to the Mark Center. Often those are the cars that are speeding and making it less safe.</p>
<p>Keep the traffic moving. Do not narrow Seminary Road with bike lanes, crossings, bump outs.</p>
<p>No medians or islands. Just enforce the damn speed limit</p>
<p>I have lived here all my life right off of Seminary Rd. All I can say is this city has really gone to !!! By making all of these bike lanes in old town and King street you have made the roads unsafe for bikers and drivers ! When the bikers start obeying the law then we can talk . The bikers fell as if the own the road! Give an inch and they have taken miles of our roads ! They Run stop signs and lights. Turn because they feel they have the right away ! They don't ! The bike lanes have been established to create a safer environment but they have failed ! There are several intersections that there is more room for bikers then for cars! The biker and pedestrian insidents have increased ! When bikers stop passing cars on the right side while cars are clearly in the right away and pedestrians stop and pick their heads out of their phones ! Stop blaming Cars. Believe me I'm not the only one that feels this way ! I tried to make my feelings know at a meeting and was very quickly shut up ! Where were all these people when What really caused this problem was built right under our noses! 75% of those that speeds on Seminary are from Maryland !! Are you gong to stop Marylanders from driving on our roads next ! I have even heard the police complaining about speed limit on Quaker ! People are complaining they can't cross Seminary ! Isnt crossing the street other than at a cross walk j walking ? Isn't that breaking the law! That's why we have lights. For every complaint by Dan and his group I can follow with a question! Put our tax dollars to better use than spending it on bike lanes traffic calming surveys ! Spend it on our schools, our teachers, our police officers to patrol our street ! Sorry to rant but you need to understand that not everyone agrees with Dan and for some reason no one will or can stand up to him! You have given him to much power!</p>
<p>Thank you for your diligent efforts in gathering public feedback. Hope this initiative results in a safer and more sustainable community.</p>

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This is my second survey. I forgot to add these the first time. 1. I would like the east bound curb lane to be Right Turn Only from Hammond M.S. to N. Howard St. 2. In front of Hammond M.S. I would like to see the lanes narrowed and a narrow median with trees installed. This would be much better than paint on the road and it would give drivers the idea that this is a residential neighborhood. This has been done in Arlington and Falls Church. I am happy to take people on a field trip if that would help. 3. I want more grass and trees along the entire length of Seminary Rd. from I-395 to Quaker Lane. Right now it is a 'concrete pit'. 4. I am also requesting a pedestrian crossing midway between the light at St. Stephens and the light at N. Howard St. There is a great distance between these two crossing locations.

DO NOT add bike lanes to Seminary, these people do not follow the rules, they ride through stop signs and ride in the main lanes without any thought of the vehicles. I am a tax payer and I pay for these roads, I do not appreciate the total disregard bikers have for cars. You have ruined old town alexandria and now you want to inconvenience us who need Seminary road for driving!! Also kids do not bike to school especially elementary kids, stop thinking its safe for them to do that when in fact it is not. If a car should hit a biker guess who is responsible for the accident? the car not the stupid biker. Seminary is a busy road not intended for casual bikers, this city council has lost its mind to think it should be for bikers. And as for the bus stops, we have them and do not need anymore. The road from Pickett to 395, maybe if you give driving lessons to the idiots who can't drive and ban cell phone use it might be safer. I've been here 16yrs and have never had a problem. As for Hammond, too many people living in this city and everyone needs a car, should have thought about the impact the Army bldg would have had on traffic before you allowed it to be built. As always this city sucks and gives no consideration to the tax payers and who actually pays for these unnecessary changes.

Please consider adding bike lanes where feasible on Seminary Road, not just for people who bike, but for calming traffic and making it safer and more pleasant to walk along and across Seminary Road. My children attend SSSAS and I would like for them to be able to safely walk and bike to the Upper School and Middle School Campuses. Currently it is far too dangerous.

LOCALS SEEM TO OBEY THE 25 MPH...BUT OTHERS DO NOT

I live on Woodbine Street

Cars on Seminary often miss the traffic light, causing near accidents. Potentially dangerous for pedestrians. Ironically speeding on Seminary Road is often during non rush hour times

Possibly move the bus stop closer to Howard or put up flashing pedestrian lights at mid block crossing. Pedestrian, workers at the hospital, are using the most direct approach to the bus stop.

DO NOT: 1) reduce the space for automobiles or 2) put in bike lanes or 3) speed bumps. The results would be disastrous. "Complete streets" can be complete nonsense and would be in any changes to Seminary Road.

My comments are on Seminary Rd, but WEST - between 395 and George Mason. This section of Seminary is heavily traveled, esp. during rush hour. At the intersection with Echols, heading West, there is ALWAYS backup and has been numerous accidents b/c of left turning traffic. Other left turns - into NVCC, Filmore, and Fairbanks cause incredible backups to the thru traffic. Suggest either widening this road, or adding more left turn lanes or add a center turn lane to avoid these backups. Since new BRAC building and expansion of Beauregard / Seminary intersection its actually gotten worse!

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<p>Someone on the sidewalk on Seminary side of Seminary Road has no choice but to walk in the street or try to cross the street with no crosswalks and very fast traffic coming around curves where the sidewalk disappears.</p>
<p>The conversion of Janney's Lane in the "Complete Streets" style is a success and should be extended to Seminary Road from Quaker Lane to North Howard (Alexandria Hospital). Because the road surface on this stretch is badly pockmarked, it is a good time to do the work, making this stretch of Seminary one lane each way with room for bicycles and pedestrians. This will slow traffic and persuade GPS map users to take alternatives, benefitting not only the people who live between Quaker and the hospital but also those who live along the busier stretch between the hospital and I_395.</p>
<p>DO NOT put a crosswalk at Ft Williams and Seminary Road; the large majority of residents do not want this Invitation to cut through traffic on Ft Williams. Crosswalks at traffic lights exist within 2 blocks already. No need for another as with the crosswalk a light must be installed or no one will stop. NO LIGHTS NO CROSSWALKS at the intersection of Ft Williams and Seminary When will TES have an ENGAGED communications session with residents. I will set up the meeting.</p>
<p>re-engineer Seminary Road to achieve vehicle speeds of 25 mph or less Change the school speed limit in front of FCH Middle school to 15 mph (it is currently 25 mph) The section of Seminary Road from I395 to Pickett Street is UNSAFE - right in front of the FCH Middle School. Make this area safe for people to cross the street to get to school and access bus stops. Eliminate the slip lane from N. Howard Street to Seminary Road for pedestrian safety Move the west-bound bus stop at N. Howard Street closer to the intersection so people can more directly cross Seminary Road in a crosswalk. Add Bike lanes on Seminary Road, not just for people who bike, but for calming traffic and making it safer and more pleasant to walk along and across Seminary Road. Provide crossing safety improvements such as pedestrian refuge islands where needed, for example across Seminary Road at Fort Williams Parkway to enable safe crossing access to both the Post Office and the bus stop on the north side of Seminary Road. Make the intersection at N. Quaker Lane and Seminary Road safe for school children west of N. Quaker Lane to walk and bike to Douglas MacArthur and/or Bishop Ireton Schools.</p>
<p>Seminary is an important part of the bicycle network and adding bike lanes on Seminary provide the connection to the bike and pedestrian bridge over 395, connection to the bike lanes on Kenmore and Janey's and future bike infrastructure on Pickett, Jordan, Howard and Quaker. Missing sidewalks on Seminary should also be addressed with this project.</p>
<p>Adding bike lanes on Seminary road will make it more difficult to access Seminary Road from several side streets. Bike travel on Seminary Road should not be encouraged by the addition of protected bike lanes. Traffic on Seminary Road has already been slowed to 25 mph and adding bike lanes will make an already slow commute even slower. .</p>
<p>Road diet is a no brainer between Quaker and Howard. However, about 1/3 of traffic leaves Seminary at Gordon St so a road diet is feasible between Gordon and Howard. Furthermore, extending the road diet from Gordon to Library Ln is possible by creating one westbound lane and two eastbound lanes (one in place of a left turn lane) because two eastbound lanes will carry traffic without delay to major split at Gordon St. Two westbound lanes are unnecessary because Gordon St is signalized and splits traffic volume anyways. There is never enough traffic for two lanes there because cars are either going westbound on Seminary from Quaker & Howard while Gordon St gets red light.</p>
<p>Reduce auto speeds. Add crosswalks and improvements for walkers. Add bike lanes.</p>

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<p>In order to enhance safety of Seminary Road, install separated (not painted - but physical) bike lanes in both directions. This will serve to calm traffic by making the street narrower and allow cyclists to commute safely. Also, install lead pedestrian crossings at stoplights (all lights red and pedestrians go first) and install more pedestrian crossings with lights/signage at areas without traffic lights.</p>
<p>Adding a bicycle lane is a hazard. Please do not add more hazards that will create more congestion as traffic cannot pass efficiently. More congestion will cause more back up in front of my home making it difficult to get out of my drive way onto Seminary Road.</p>
<p>Please establish a bike path from the end of Janney's Lane on Seminary Rd to the Mark Center</p>
<p>There is a lot of police presence but when they're not there, people speed excessively on seminary. It's really hard to turn left onto seminary road from fort Williams parkway.</p>
<p>Suggest moving to a two way street for cars, two way dedicated bike lanes with a center turn lane. I think it highly dangerous to have bike lanes. I have seen countless parents' bikes pulling child bike trailers up the road luckily not be run over by distracted drivers. Currently there is no way at all for bikes, and I see many bikes trying to negotiate side walks. As goes car traffic: single lanes in either direction with a dedicated center turn lane will limit the abrupt and risky pull out tactics of drivers caught behind drivers making a left turn. And traffic is lite enough the handle single lane traffic.</p>
<p>I do NOT want to see Seminary lane turned into one lane each way. There is absolutely no need for this</p>
<p>Seminary Road needs to handle traffic efficiently. Any reduction from 2-lanes each way to 1 lane will significantly increase traffic congestion. Special concerns must be considered for moving large number of vehicles from/to St Stephen's school onto Seminary Rd.</p>
<p>There is a fire station and a hospital on Seminary Road. Dropping it down to one lane in each direction is a totally irresponsible idea. Given the amount of traffic this road carries, it would make it very difficult to drive in or out of the Seminary Ridge neighborhood. Please consider the future consequences if such an action as narrowing Seminary Road would have on the quality of life of residents.</p>
<p>We have too little police presence. Especially during the AM and PM hours when Maryland commuters take short cuts through our neighborhood. The City is too concerned with BS items like bike lanes and "complete streets" and not concerned enough about the real issues, commuters, lack of traffic enforcement. The City is too involved in social engineering and not enough on practical problem solving.</p>
<p>I am concerned that the changes might involve cutting down trees (for example, to put in more sidewalks). There is a presumption that the current condition is "bad". I don't see a big problem on Seminary. The speed limit has already been cut to 25 (I think 30 would have made more sense). I like the greenery and open space provided by the Seminary grounds. I even saw a wild turkey there last year! Immanuel on the Hill provides a nice place to wait for buses. And I love the little Post Office and don't want it messed with.</p>
<p>You should expect the same old resistance language that you have heard on every other project: Nobody bikes here Nobody takes the bus Nobody walks here Pedestrians who were involved in crashes were to blame themselves There's so much traffic/congestion, move traffic it faster Traffic will divert into neighborhood streets if Seminary is a Complete Street. Don't fall for those self-serving platitudes.</p>

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Eastbound traffic from Fort Williams Pkwy to Quaker often backs up tremendously because of the dedicated left turn lane. I believe it would be possible to expand that intersection to 3 lanes eastbound, from Ft. Willaims to Quaker. One lane would be for right turns, one for left turns, and the other for straight ahead traffic. The westbound lane, from Quaker to Fort Williams, would then be single lane and then expand to the current two lanes. I travel this way frequently and rarely see westbound traffic backed up.

Please do not add bike lanes to Seminary Road. It will make analready slow passage even worse en route to I-395 from Seminary Ridge.

Seminary Hill Civic Association

Below is a summary of comments offered by Darren Buck (T&ES staff) at the May 10, 2018 Seminary Hill Civic Association meeting:

Interim goals of the Seminary Road Complete Streets project are to:

- Improve safety and accessibility for all users
- Improve facilities for people who walk, bike, ride transit or drive cars
- Implement previously adopted plans, policies, and study recommendations

Seminary complete streets design consultation

- Seminary Road is being repaved in fiscal year 2019
- Also, the City has a grant to do some new curblines, ramps, other concrete work at Seminary and Howard intersection
- The purpose of this outreach is to check in with community on potential safety improvements that we can do along with repaving

Seminary has been identified in a number of plans and community outreach exercises:

- Vision Zero, many issues identified for this corridor, and Seminary Road was identified as one of five high-crash corridors for particular focus
- Ped bike master plan, examined as one of six pedestrian safety case study areas
- Central Alexandria Traffic Study, looking at local vs regional traffic

Insurance Institute of Highway Safety says pedestrian fatalities are up 46% since 2009. Much of that increase has been seen:

- Arterial roads, up 67%
- Urban areas, up 54%
- Away from intersections, up 50%
- Dark conditions, up 56%

While Seminary Road has not experienced a fatality of a pedestrian, it meets many of those criteria.

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A selection of what we've heard so far (unscientific and incomplete summary), through an online feedback form, and previous outreach through Vision Zero and ped/bike plans –

- Speeding
- The sidewalk gap adjacent to the seminary campus
- Lack of safe crossings, such as from Zabriskie to the seminary, at bus stops
- Road condition itself (which is getting a full repaving)

What we'll be doing:

Walkaround this coming Saturday (May 12) at Noon, meeting at two places (N Jordan , and Quaker)

- Anyone can join us, taking more comments, learning what safety and other issues are
- Date location TBD, but end of may or early June, we'll do a public open house meeting to discuss in more detail things we've heard, have a bit more data to show, and take more input
- We will continue to have some sort of online feedback form up, either via the repaving survey that hopefully you've seen, or other webpage.
- After that, we'll come up with some proposed ideas, and more opportunities to discuss those ideas with you, through the summer

Q&A (This list of questions and answers is likely incomplete, as it is based on recollection)

How will this project coordinate with the Central Alexandria Traffic Study?

- CATS looked at *reducing cut-through traffic volume* as the top priority, both overall via regional efforts and on local neighborhood streets with measures such as rush hour access restrictions. CATS also looked at *individual safety measures such as crosswalks and speed humps on local streets*.
- Seminary Road was scheduled for re-paving and hence potential safety issues were not included as a Task Force action item since the amount of public engagement and detailed-level design that the City wanted to conduct was more extensive than the CATS engagement efforts
- This study will focus primarily on safety, and while any outcome of this study will be consistent with the CATS recommendations, community input is required.

Phase 1 - Public Comment Summary

Can we implement higher (\$200) fine for residential areas?

- Changing speeding fines is something that the City can look at broadly, but would likely require a change to the City code.
- Enforcement generally is only effective with ongoing effort, and the police resources to provide ongoing speed and safety enforcement to particular streets may not always be possible.

Why is this study ending at N Jordan Street? Safety problems exist all the way to I-395.

- This boundary was originally chosen due to roadway character changing around N Jordan Street
- Subsequent to this meeting, City staff agreed to extend the study to N Kenmore Street (the limit of the planned repaving, just east of the I-395 interchange).

I am blind, and have trouble navigating this corridor, due to the large sidewalk gap, and the long gap in safe crossings between the traffic signals. Will this project look at filling the sidewalk gap, and providing better safer accessible crossing opportunities?

- Filling the sidewalk gap is difficult, for engineering reasons and because of property ownership. A new permanent sidewalk is unlikely to be implemented along with repaving. However, opportunities for interim measures for pedestrians will be explored, as will coming up with a path forward for a continuous sidewalk.
- We will also look for opportunities to provide safer crossing opportunities throughout the corridor.

What has the feedback been from residents around the King Street project?

- We have received a number of positive comments about the King Street (Janney's Lane to Kenwood Drive) project, with particular praise for the new pedestrian crossings.
- Issues were identified after implementation with traffic queuing at one or two intersections, and signal timing changes implemented to help mitigate.

How will the City define success for this project?

Phase 1 - Public Comment Summary

- Safety is our number one goal. Reducing crashes, and providing a safer street for all modes of travel are the overarching goals, while remaining consistent with neighborhood recommendations from the CATS study.
- In a subsequent public meeting, draft project goals were presented for community reaction.

Community walkabout

Seminary Road Community Comments		
Comments		Category
1	Long wait times to cross	pedestrian
2	Traffic signal timers are off, not enough time given to cross	pedestrian
3	Crossing guards needed during school hours	pedestrian
4	Improve crosswalks	pedestrian
5	Confusing audible at intersections	pedestrian
6	Install bike lanes	bicycle
7	No turn on red restrictions	automobile
8	Wider streets	streetscape
9	Speeding	speed/speed limit
10	Too hard/dangerous to turn into cross streets	automobile
11	Reduce cut-through traffic	general
12	No bike lanes	bicycle
13	Puddling on sidewalks.	streetscape
14	Reducing Lane capacity would increase congestion and cut through from arterial to residential streets.	streetscape
15	Curb radii are not even	streetscape
16	Reduction of visibility is caused by residential fences in front of homes.	general/streetscape
17	Guy-wires are dangerous	streetscape
18	No new traffic signals at Ft Williams Parkway	automobile

Phase 1 - Public Comment Summary



19	Bus stops are not used often	pedestrian
20	Uneven sidewalk in front of churches	streetscape
21	Buffer from sidewalk to street is too narrow/nonexistent	streetscape
22	Obstructions (utility poles and boxes) on sidewalks.	streetscape
23	Speed cushions needed	streetscape
27	Drivers not complying with right turn only lane restrictions.	driver behavior
31	Install Leading Pedestrian Intervals	pedestrian
32	DO NOT add a dedicated through lane as it will exacerbate traffic in Clover College Park	general
33	Must reduce I-395 traffic	general
34	Drivers roll through stop line to gain more visibility	driver behavior
Seminary Road Community Comments		
N Quaker		
Comments		Category
1	Long wait times to cross Seminary	pedestrian
2	Traffic signal timers are off, not enough time to cross	pedestrian
3	Crossing guards needed during school hours	pedestrian
4	Improve crosswalks	pedestrian
5	Confusing audible at intersections	pedestrian
6	More Bike Lanes	bicycle
7	No turn on Red	automobile
8	Wider streets	streetscape
9	Speeding	speed/speed limit
10	Too hard to turn into the churches across traffic and down the hill.	automobile
11	Reduce cut-through traffic with low-cost measures	general

Phase 1 - Public Comment Summary



12	No bike lanes	bicycle
13	Puddling on sidewalks.	streetscape
14	Reducing Lane capacity would increase congestion and cut through from arterial to residential streets.	streetscape
15	Curb radius is not even	streetscape
16	Reduction of visibility is caused by residential fences in front of homes.	general/streetscape
17	Guide or Guard wiring is dangerous	streetscape
18	Signal Light across from 3737 Seminary	automobile
19	Bus stops are not used often	pedestrian
20	Uneven sidewalk in front of churches	streetscape
21	Buffer from sidewalk to street is too narrow.	streetscape
22	Obstructions (utility poles and boxes) on sidewalks.	streetscape
23	More speed cushions	streetscape
24	Add more greenscape and buffer for sidewalks	streetscape
25	the beg button triggers an all stop phase	pedestrian
26	Re-allocate some of the cut-through traffic to more frequent walk intervals and longer crossing times.	streetscape
27	Safety issue with drivers making a left turn onto Seminary Rd. from the right turn only lane.	driver behavior
29	Driver driving straight in the right turn only lane at N. Howard St.	driver behavior
30	Truck Traffic on N. Jordan	general
31	Install Leading Pedestrian Intervals and No Turn on Red	speed/streetscape
32	DO NOT add a dedicated through lane as it will exacerbate traffic in Clover College Park	general
33	Must reduce 1-395 traffic	general

Zabriskie Lane

Comments		Category
1	Need a dedicated turn lane from West Seminary Rd	streetscape

Phase 1 - Public Comment Summary



2	Unsafe to cross streets	streetscape
3	Need crosswalk near school zone	streetscape
4	difficulty entering and exiting churches and schools	streetscape
5	bus stop usage should be reevaluated	general
6	need sidewalk, uneven sidewalks	general/streetscape

Fort Williams

Comments		Category
1	Need crossramps or sidewalks on north side	streetscape
2	Crossings are too long	streetscape
3	Drivers roll through stop line to gain more visibility	streetscape/general
4	Speeding	general
5	bus stop usage should be reevaluated	general
6	Reduction of visibility is caused by residential fences in front of homes.	general
7	Representative of Temple should weigh in on modifications	general
8	NO crosswalk at Ft williams, prefer mid-roadway crosswalk is safer	streetscape
9	NO lane reduction	general
10	bike lanes premature, need more cyclist required education and/or registration	general
11	wider sidewalks, uneven	streetscape/sidewalks
12	larger finfees for speeders	enforcement

Temple Beth El

Comments		Category
1	reduce speed 25-30	speed
2	unsafe crossing of four lanes of traffic	streetscape
3	crosswalk with ped signal	pedestrian

Phase 1 - Public Comment Summary



4	mid-block bus stops	pedestrian/general
5	fix sidewalks, and complete sidewalks	streetscape

Howard

Comments		Category
1	Pedestrians cross street without using crosswalks	pedestrian
2	Vehicle speeds are too high	speed
3	Sidewalks too narrow	streetscape
4	Buses have to cross two lanes of traffic to continue on routes	automobile
5	Need buffer between sidewalk and street	streetscape

St. Stephens

Comments		Category
1	Need crossramps or sidewalks on north side	streetscape/pedestrian
2	Crossings are too long	streetscape/pedestrian
3	Drivers roll through stop line to gain more visibility	driver behavior/general
4	Speeding	speed
5	bus stop usage should be reevaluated	general
7	Representative of Temple should weigh in on modifications	general
8	Crosswalks and cross guards for school	general
9	Drivers running red lights (enforcement)	enforcement

North Jordan		Category
More bike lanes		bicycle
Buses go over corner		pedestrian
No cross button		pedestrian/streetscape

Phase 1 - Public Comment Summary



Improve crosswalks	streetscape/
Cars making u turns on Jordan after turning right from seminary onto jordan	pedestrian
Speeding	bicycle
NO more bike lanes	bicycle
Puddling on sidewalks.	streetscape
Truck Traffic on N. Jordan	general
Install Leading Pedestrian Intervals and No Turn on Red	speed/streetscape
Reduce traffic	general
distance between the light at N. howard and St. Stephens to too long	streetscape
Too much cut through	streetscape
Right turn only at curb lanes with NO right on reds	streetscape

Phase 1 - Public Comment Summary



Public Meeting

Activity- Edits to Objectives

ACTIVITY- Draft Objectives



Use the markers to edit these draft objectives

The objectives of the project are to:

- » Eliminate serious injuries and fatalities on the corridor

- » Improve safety and accessibility for all roadway users by upgrading curb ramps and sidewalks

- » Provide continuous, safe, and comfortable places for people to walk

- » Introduce safer pedestrian crossings for residents, transit users, and all others walking the corridor
Without placing a traffic stop at Fort Williams Parkway

- » Where excess roadway capacity exists, identify ways to meet the goals set forth in the Pedestrian and Bicycle Master Plan, Vision Zero Plan, Transportation Master Plan, Environmental Action Plan, and the Central Alexandria Traffic Study

- » Serve vehicle traffic with a roadway design that minimizes delay at intersections, and encourages speed limit compliance

- » Others:

Activity- Facility Types

ACTIVITY- Facility Types: Pedestrian Crossings

Place a dot next to the facilities you would like to see as part of the design

Signals and Signs



Pedestrian Hybrid Beacon

N Van Dorn

Like: 9

Dislike: 8



Pedestrian Flashing Beacon

King Street

Like: 23

Dislike: 7



Pedestrian Visibility Signs

King Street

Like: 13

Dislike: 6

Crossing Amenities



Refuge Islands with Plantings

N Van Dorn

Like: 14

Dislike: 11



Center Refuge Islands

King Street

Like: 12

Dislike: 14



No Refuge Islands

King Street

Like: 3

Dislike: 14

ACTIVITY- Facility Types: Non-Auto Facilities

Place a dot next to the facilities you would like to see as part of the design

Bike Facilities



Buffered Bike Lanes
King Street

Like: 12

Dislike: 11



Protected Bike Lane
Army Navy Drive, Arlington

Like: 14

Dislike: 9



Shared Use Path
Eisenhower Avenue

Like: 5

Dislike: 10

Pedestrian Facilities



Buffered Sidewalk
King Street

Like: 11

Dislike: 6



Unbuffered Sidewalk
Army Navy Drive, Arlington

Like: 1

Dislike: 11



Wide Buffered Sidewalk
King Street

Like: 14

Dislike: 6



ACTIVITY- Facility Types: Roadway Design

Place a dot next to the facilities you would like to see as part of the design



Repurpose Slip Lane for Safe Bike Turning

Van Dorn and Braddock Road

Like: 12

Dislike: 7



Repurpose Slip Lane for Open Space

Van Dorn and Menokin Dr

Like: 9

Dislike: 6



Center Two Way Left Turn Lane

King Street

Like: 9

Dislike: 7



Center Two Way Left Turn Space with Plantings

Hillwood Ave, Falls Church

Like: 16

Dislike: 10



No Change

Seminary and Howard

Like: 5

Dislike: 6



No Center Turn Space

Seminary Rd

Like: 3

Dislike: 12



Phase 1 - Public Comment Summary

Activity- Map Comments



Phase 1 - Public Comment Summary



ID	Comment
	Entrance to parking lot to medical building causes backup. Should be relocated
	Kenmore medical building hard to access by pedestrians and bicyclists.

Phase 1 - Public Comment Summary

Better bike connection to pedestrian bridge over 395.
Prevent right turns from bridge lanes onto Kenmore Ave
When will west of 395 be considered part of the project?
Prevent pedestrian crossing (or install ped over or underpass) at Kenmore.
Make these crosswalks (Library and Seminary) the safest in the city students cross here and cars speed to kill.
Make these the safest crosswalks in the city. Kids are crossing the equivalent of a highway.
15 MPH speed limit during school arrival and departure.
Utility poles, hydrant, narrow sidewalk near Pickett intersection (Pickett and Seminary Rd).
Difficult to back out of driveways along Seminary road
Vegetation is overgrown and blocks
Need speed cushions on Jordon.
Update sidewalk ramps to be ADA compliant where reasonable
Right turn slip lane onto Howard from EB Seminary
Need countdown signal on BOTH sides
Need overhead sign towards Braddock
Hedges are often overgrown into sidewalk envelope (Seminary and N Howard).
Need additional pedestrian between Howard and St. Stephens to accommodate crossing.
Who takes care of vegetation?
Speeding issues here
Private fence blocks sight line to west
Needs wider sidewalks
Need a crosswalk between Fort Williams and Beth El for safe crossing
Driver made right turn onto Ft. Williams on inside lane at Seminary
Difficult to make left from Ft. Williams to Seminary.
Cut through from Seminary to Fort Williams needs to be curtailed
Crosswalk at bus stops not at Ft Williams
Need climbing lanes for bikes due to narrow travel lane and limited sight distance at curve
Concerns walking along Seminary (speeding and no buffer from Quaker to St. Stephens
Large Number of elementary students to the west- not safe to cross at intersection to MacArthur

Phase 1 - Public Comment Summary

General Map Comments
I am strongly opposed to narrowing the road to 2 lanes. How will ambulances and fire trucks get through?
No designated bike lanes on seminary, maintain 2 lanes each way on Seminary
Improve beauty along entire length of Seminary Road to reduce speeding
Enforce speed limit. I never see it being enforced despite the "strictly enforced" signs
Please be mindful of the quality of life of folks who live here! If traffic is suppressed we will be held captive in our homes!!
Synchronize lights
Speeding a problem every day along Seminary
Want the sidewalk to be separated from the road by width of a bike lane, buffer needed the entire length
Want median strip the entire length, planted to filter stormwater and add tree canopy like on Ft. Williams Dr
Median down the center would help with less paint on the pavement
Provide some kind of accommodations for bicyclists on Seminary Road

Activity- Comment Form

Comments
Work with local property owners on Seminary Road.
No designated bike lanes on Seminary.
Maintain 2 lanes each way on Seminary.
We Want Seminary Road to be 4 lanes. You must consider the volume of traffic that comes off Quaker to 95 and the reverse. This is not the same as traffic on Janney's Lane.
Do not place a crosswalk at the intersection of Seminary and Ft. Williams; Too many instance of near misses with cars and bikes when crossing at an intersection; make the crosswalk further east , near the bus stops.
Once a concept group has reached the point of presenting PLEASE reach out to the community once again.
Seminary Ridge Civic Association would greatly appreciate using a TES representative meet with our neighbors.
I'm a biker and would rather be on the street. Cars move way-way too fast and are texting...- aint gonna work for cyclists.
Looking forward to similar review west of 395. Thank you!
Sidewalks on norther side near Howard are often overgrown with bushes jutting into sidewalk envelope. Properties between Howard and Pickett on northern side have overgrown vegetation.
Sidewalk on other side near Pickett is particularly obstructed by utility poles, a fire hydrant, and lots of curb cuts.
Hard to get from Seminary campus to bus stops on eastbound side during peak traffic hours.

Q&A from public meeting

What did similar work do to King Street? TREDIS data and map shows that Seminary is safe. King Street data shows that 7 accidents have occurred.

A: The King Street 2 Project (road diet from Radford to Janney's Lane) was implemented and fully operational in September of 2016. Between this time and August of 2017, there was one crash in February of 2017 with no injuries. The corridor remained crash-free between March until September of 2017, after which, there were 4 total crashes, 2 of which resulted in injuries. These crash numbers may differ over time because the TREDIS crash recordkeeping system is constantly being updated. Known reasons for changes in data include crashes that have gone through litigation are closed and can be published in the system, or data is refined and updated to be more accurate with its location.

According to our Vision Zero data analysis and relative to other City-owned streets (non-interstate), Seminary Road is one of our highest crash corridors. It has a crash history of daylight crashes that were mostly rear-ends, angle (turning), and sideswipes in the same direction. The following, for our study area is true according to TREDIS data (Virginia State DMV) as of July 2018: 33 crashes in 2015 (13 involved some kind of injury); 25 in 2016 (11 injury); 22 in 2017 (6 injury). Anyone can review this dataset by visiting <https://www.treds.virginia.gov/Mapping/Map/CrashesByJurisdiction> to see the actual numbers.

While the speed limit reduction helped reduce injury crashes on Seminary Road, speeds and general number of crashes have stayed consistent. Virginia roads include interstates (such as the Beltway), other divided highways, outer suburbs, and other types of roads that have far worse safety records, and shading in the TREDIS map for Seminary shows its safety relative to a statewide population. Seminary Road has been judged to be a high-crash corridor worthy of study due to its safety record relative to all streets within the borders of, and operated by, the City of Alexandria, which has a Council-adopted goal to eliminate fatalities and serious injuries from City streets by 2028.

Has a study been done of causes of crashes on Seminary?

A: Yes, we have looked at the crashes between 2010 and 2017. According to our Vision Zero data analysis relative to other City-owned streets (non-interstate), Seminary Road is one of our highest crash corridors. It has a crash history of daylight crashes that were

Phase 1 - Public Comment Summary

mostly rear-ends, angle (turning), and sideswipes in the same direction. The following is from TREDIS data (Virginia State DMV): 33 crashes in 2015 (13 involved some kind of injury); 25 in 2016 (11 injury); 22 in 2017 (6 injury). While the speed limit reduction helped reduce injury crashes, speeds and general number of crashes have stayed consistent.

What was the decrease in volume on King? Where did the traffic go?

According to VDOT data estimates, there was no significant change to the volumes on King Street. The data can be [viewed here](#) but is summarized in the table below:

Street	Segment		Average Annual Daily Traffic										
	Begin	End	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
King St	I-395	Braddock Rd	22000	22000	22000	24000	25000	24000	22000	22000	22000	20000	21000
King St	Braddock Rd	Russell Rd	13000	13000	13000	14000	15000	14000	13000	13000	13000	13000	13000
Seminary Rd	I-395	Quaker Lane	16000	16000	16000	15000	15000	16000	16000	16000	16000	18000	16000

Why was the study stopped at Kenmore? Why not further west?

The project area stops at Kenmore because this is the area that is set for repaving. According to the City's complete streets policy, we are tasked with reviewing street and safety improvements to each roadway that is up for repaving to determine ways to make for safer and more convenient infrastructure for all people walking, biking, driving, and taking transit on our streets.

Is there a plan to remove the bike lane on Braddock if this is installed?

There is no plan to remove the shared bike markings on Braddock road if bike facilities are installed on Seminary Road. As part of the recent update to the Pedestrian and Bicycle Chapter of our Transportation Master Plan, bicycle facilities are recommended for both

Phase 1 - Public Comment Summary

roads, in order to help build a citywide network. For each recommendation, we investigate the feasibility of specific types of facilities on a corridor-by-corridor basis.

How many design treatments would result in Seminary being reduced to one lane in each direction?

There are a number of design options that we can come up with, some with a lane reduction, some without. We will be exploring the possibilities and presenting those at the next public event, and also show options that we ruled out and give reasoning behind each.

Are there other opportunities to do things beyond what is shown in presentation boards?

Yes, we welcome ideas for roadway improvements beyond the options shown on the boards. We hope people will contact City staff directly to propose them.

How can a decision be made without considering where the traffic might go?

We will look at where traffic might go if we propose a design where it would be likely that the proposed new configuration would cause drivers to divert from their current routes.

Am I correct in that no decisions are being made tonight?

Yes, that is correct. We want to hear what issues residents have and then will come up with design solutions to meet those issues packaged as concepts for the next public event. No decisions are expected to be made until the Fall.

What is the timetable? When does the road get paved?

We hope to have a decision with input from the community by September so that the road can be repaved and we can implement short-term recommendations in the Fall. This may be pushed to Spring depending on a variety of factors.

How much consideration has been given to the volume of traffic on Seminary as compared to Janney's Lane?

Our analysis will consider how any changes to Seminary Road would impact the intersection with Quaker Lane, including the Janney's Lane approach.

Does the scope of the project include things like sidewalks?

Phase 1 - Public Comment Summary

It includes maintaining sidewalks and considering enhanced pedestrian crossings. However, complex additions or revisions may need to be implemented in a short-term condition, in order to allow time and planning to perform more complex engineering.

In reference to pedestrian safety, is there money in Complete Streets as well as grant money? What was in the grant proposal for what might be done at Seminary/Howard?

We have grant money for the intersection of Seminary and Howard, while any changes for the remainder of the corridor will come from Complete Streets funding. Within the Seminary and Howard grant were recommendations to investigate upgrading accessibility through ramps and pedestrian access, improving signals, realigning sidewalks and ramps, investigating the elimination of the exclusive right-turn lane, and revising turning radii to improve safety at this high crash intersection.

In the traffic analysis, how will it account for future occupancy at the BRAC facility?

In our traffic analysis, we will try to estimate a factor to account for possible future traffic increases, due to BRAC or other sources of traffic growth.

One of the issues is getting from the road to destinations along the road. Is outreach to property owners being done and coordination?

We are reaching out to institutions and property owners along the corridor about this study in general, and would reach out to institutions to learn about their unique needs.

Why not invoke private easements to provide sidewalks?

Easements are something we can explore if we do not have room in the public space in the final chosen concept to provide sidewalks. Before exploring these options, we will reach out to and then work with property owners to design a sidewalk that is better suited for people walking along the roadway and meets their needs as well.

Can the pedestrian signal at Howard be adjusted to improve safety?

There are likely improvements that we can make with the signal at Howard. However, these improvements may or may not see an improvement in compliance and safety. The best course of action is to pair design with signal and other improvements. Engineering studies have shown that making intersections safer for people walking makes it safer for other modes as well.

Phase 1 - Public Comment Summary

Is the city looking at solutions for pedestrian safety in other locations? (Example given of a crash on Stevenson/Yoakum)

Yes, through our Vision Zero initiative, we are looking at other locations for pedestrian safety with our Year 1 Engineering priorities.

Is the city in contact with broadcasters and is it doing education?

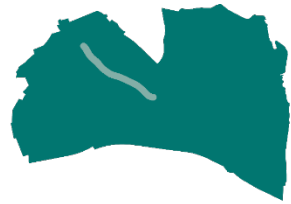
The city is working on safety outreach and doing safety education in a variety of ways, we are working with our Vision Zero coalition partners to plan for this. However, as studies have shown, education takes decades to change behaviors whereas enforcement, engineering, data, and legislation have the most effect on people's behaviors. We are not currently working with television broadcasters, but are trying to reach citizens in other ways. As the first year of Vision Zero, we are planning these efforts now and have begun executing them in smaller ways for the first few months.

The Seminary is very interested in solution that serves traffic, bikes, walking and “if we can figure out how to get rid of a brick wall we will do it”

We are excited to work with the Virginia Theological Seminary as part of this process and will coordinate with them as we finalize concepts and determine what the impacts or needs might be beyond the public right of way in the road.

What happens when the concepts are developed?

We will have another public open house to review the concepts and take feedback from residents, as well as develop a survey that we will host on the website and promote through our eNews to gain more feedback from those that could not make the actual event.



Seminary Road

Complete Streets Project

Public Outreach Phase 2 Summary

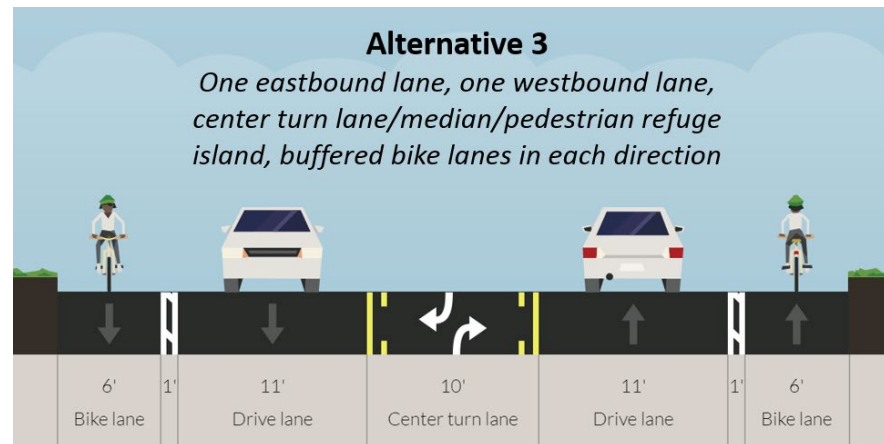
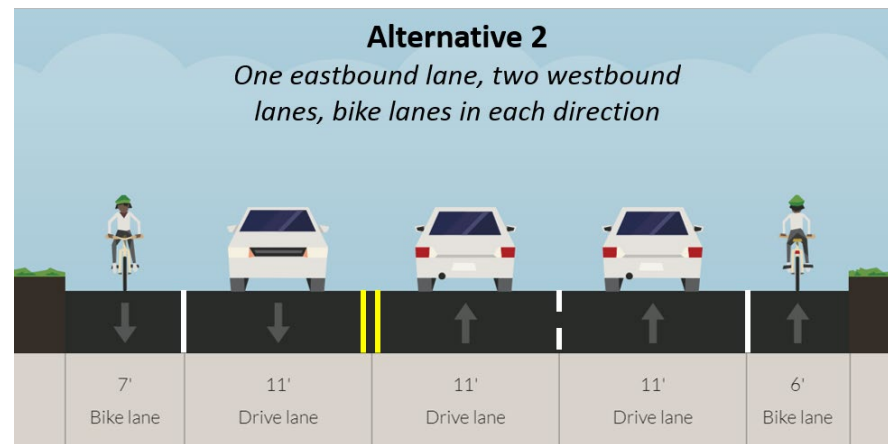
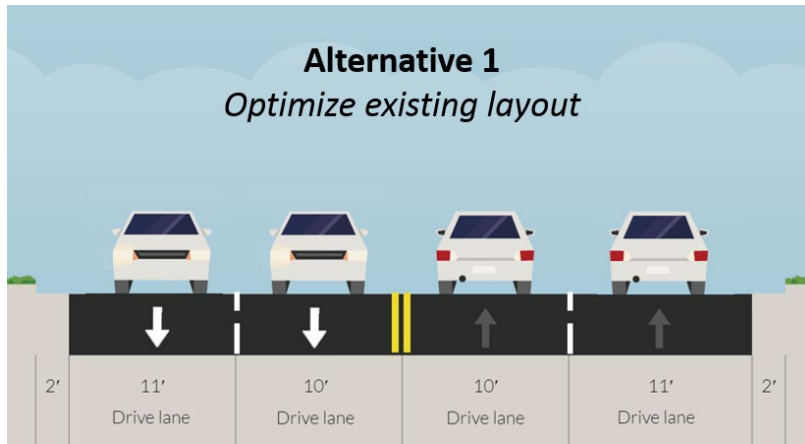
April 2019

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OVERVIEW

This report is a summary of community input on design options for Seminary Road that were shared in March 2019. Three design alternatives were presented for Seminary Road between North Howard Street and North Quaker Lane. Additional design treatments (but no lane changes) were presented for Seminary Road between Kenmore Avenue and North Howard Street. The materials that were shared at the meeting can be found [here](#). Typical cross-sections for the three design alternatives are shown below:



The public input summarized herein consists of:

- Comments on activity boards from the March 25 public meeting
- Responses to the paper feedback form provided at the March 25 public meeting
- Verbal comments shared at the March 25 public meeting
- Responses to the online feedback form, collected between March 28 and April 10
- Letters from community groups

This report summarizes the community input that was collected in March and April 2019. A summary of input collected prior to March 2019 can be found [here](#). Staff will consider all input that has been collected on this project.

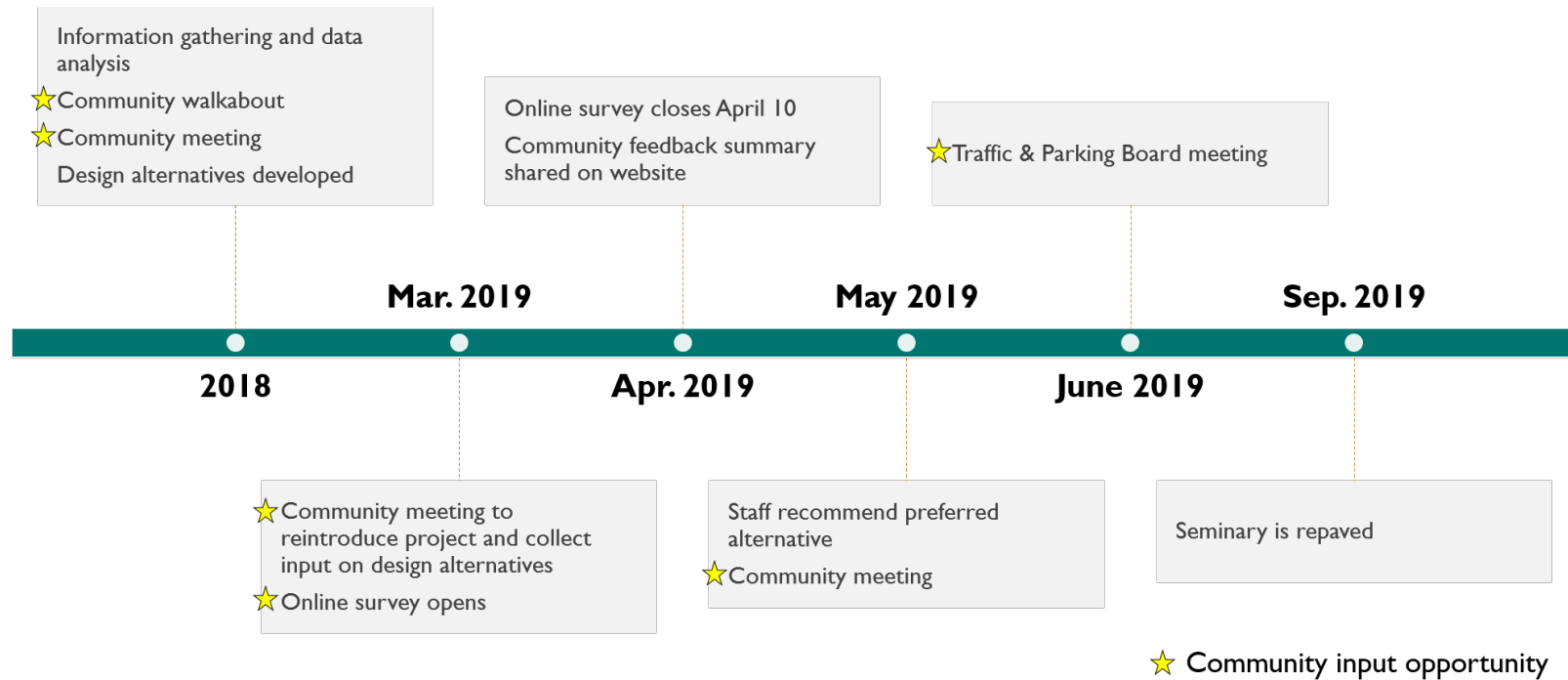
INTRODUCTION AND PURPOSE OF PROJECT

Seminary Road is scheduled to be repaved in September 2019. The City's Complete Streets Policy recommends that staff use routine street maintenance as an opportunity to consider and implement changes that improve safety and convenience for all roadway users. Safety and mobility improvements on Seminary Road are recommended in the City's [Vision Zero Action Plan](#) and [Pedestrian & Bicycle Master Plan](#).

Staff received feedback from over 1,200 residents on the project. Key takeaways from this input are listed below:

- Of the 421 respondents who identified as living within ½ mile of the project area, 64% selected Alternative 1 as their preferred design concept, while 24% prefer Alternative 3
- Of the 770 respondents who identified as living beyond ½ mile of the project area, 48% selected Alternative 1 as their preferred design concept, while 43% prefer Alternative 3
- A significant majority of residents (84%) who completed the paper feedback form at the March community meeting prefer Alternative 1
- Of 1,191 respondents to the online feedback form:
 - 77% indicated maintaining comparable travel times for people driving is important
 - 77% indicated reducing speeding is important
 - 80% indicated providing safer crossings for people walking is important
 - 72% indicated improving/adding sidewalks is important

Project Process



PHASE 1 OUTREACH EFFORTS

Public input has been gathered from a variety of sources, including:

- Public Open House #1
- Repaving Feedback Form
- Seminary Hill Civic Association Meeting
- Community Walkabout
- Pedestrian and Bicycle Chapter of the Transportation Master Plan
- Vision Zero Safety Map

A summary of input from these efforts can be found [here](#).

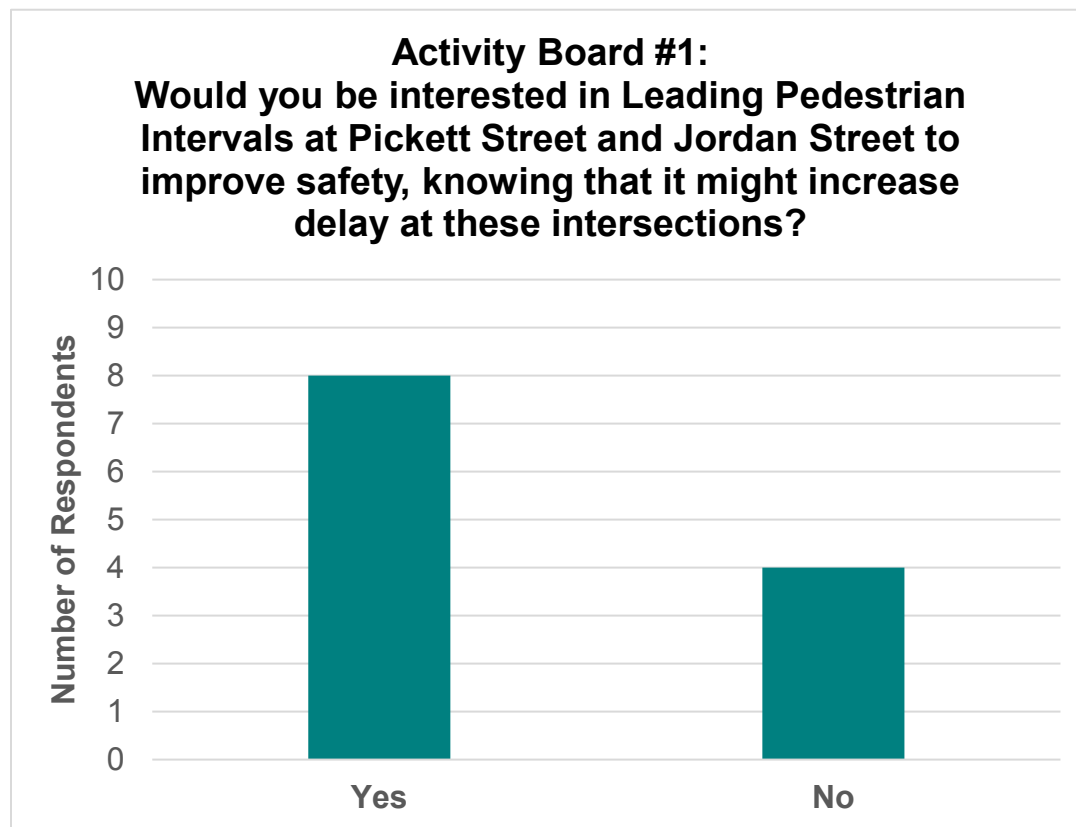
PHASE 2 OUTREACH EFFORTS

Public Open House #2

On March 25, the City of Alexandria Department of Transportation & Environmental Services hosted a community meeting to present design concepts for Seminary Road. Input was collected through activity boards, a paper feedback form, and verbal comments. A summary of each is presented below.

Activity Board Comments

Two project boards were provided at the meeting to collect input on various options regarding design and operation of the roadway. This feedback is summarized below:

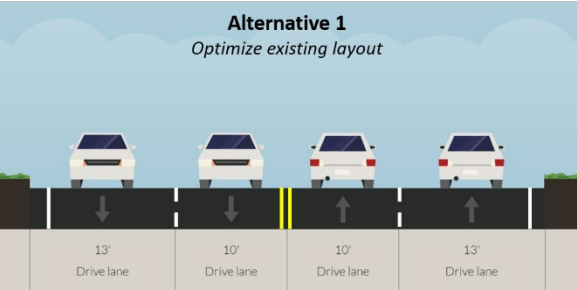
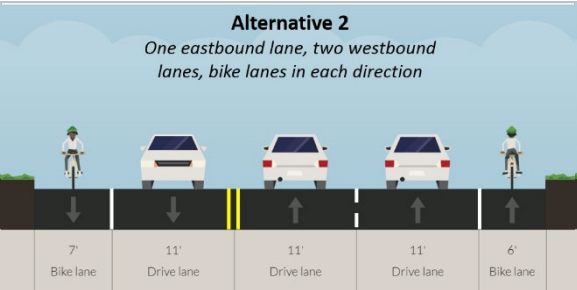
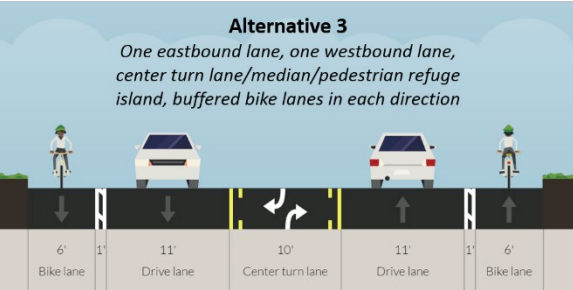


WHAT IS A LEADING PEDESTRIAN INTERVAL?

A Leading Pedestrian Interval, or LPI, is a signal timing technique that gives pedestrians the walk signal before parallel traffic gets the green light. This gives people walking a 3-7 second head start to begin crossing, establish their presence in the crosswalk, and assert the right-of-way before turning vehicles.

LPIs are one of several proven safety countermeasures recommended by the Federal Highway Administration. This tool is commonly used in the City of Alexandria and elsewhere to improve safety and comfort for people walking.

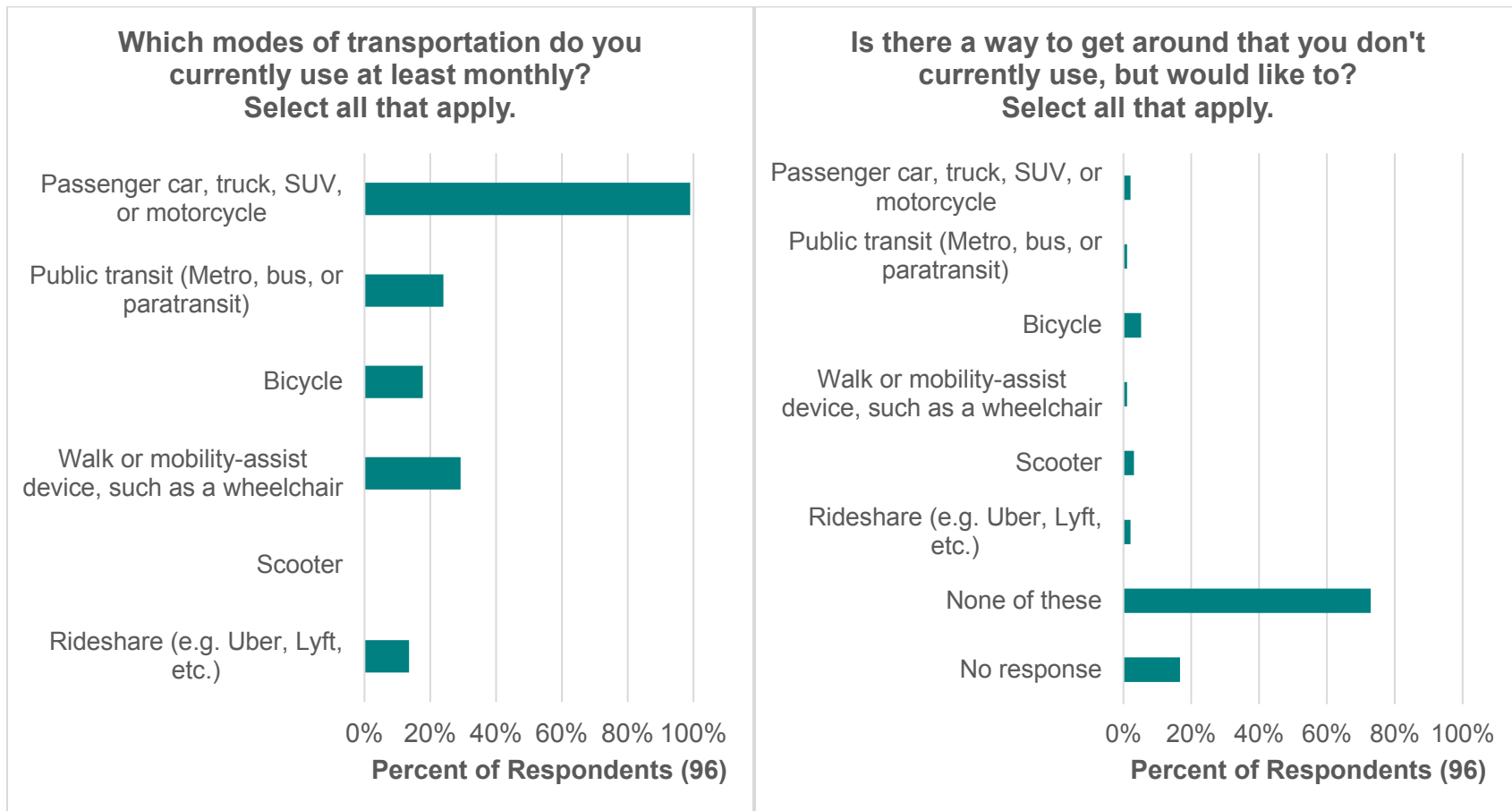
Activity Board #2: Comment on the Proposed Design Alternatives

Alternative 1 <i>Optimize existing layout</i>	Alternative 2 <i>One eastbound lane, two westbound lanes, bike lanes in each direction</i>	Alternative 3 <i>One eastbound lane, one westbound lane, center turn lane/median/pedestrian refuge island, buffered bike lanes in each direction</i>
		
<p>Comments:</p> <ul style="list-style-type: none"> Raise speed limit Concern about accommodating traffic, especially for fire station and hospital Include crosswalks Keep Seminary the way it is Don't reduce capacity until better transit is provided Add speed-triggered red light near post office Concern that this design would not improve safety This design will only encourage speeding Shared bike lanes would be acceptable Reducing the number of lanes won't impact travel times much More police enforcement is desired 	<p>Comments:</p> <ul style="list-style-type: none"> Do not reduce vehicular travel lanes How will this affect west of Howard Street? Why two westbound lanes? Not enough biking activity to support bike lanes Do the volumes justify this? Ensure people walking have a safe way to cross. 	<p>Comments:</p> <ul style="list-style-type: none"> Concerns about traffic congestion Traffic on King Street and Russell Road is congested with only two lanes King Street works fine with the road diet Bike lane would provide welcome buffer for people walking Concern about how this will affect traffic west of Howard Wider sidewalks are desired Concern about safety of pedestrian refuge islands Concern about bike lanes being underutilized The main limitation on vehicle throughput is at Quaker Lane Concern about emergency vehicle access

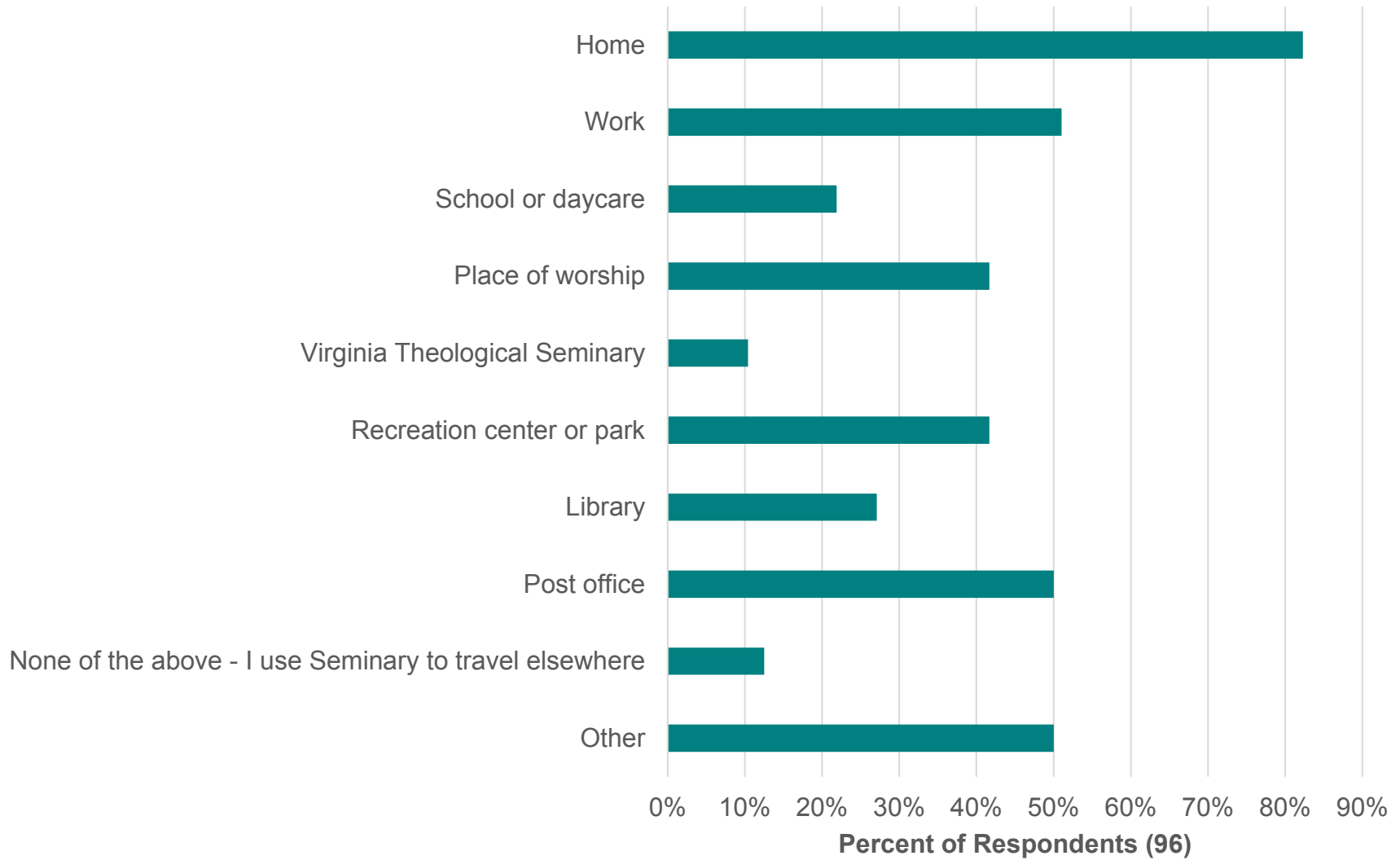
		<ul style="list-style-type: none">• It is difficult to turn left on Seminary Road – a turn lane would reduce congestion and allow people to make left turns more easily• Seminary already narrows to one lane at Howard and at Quaker – how does having it become two lanes in between help traffic?• A crosswalk is desired at Fort Williams Parkway• Seminary does not feel safe to walk on due to speeding traffic• Seminary already is a single lane at Jordan and at Howard – a single lane would prevent cars speeding up when it opens to two lanes• Calm traffic• Would improve safety for drivers, pedestrians, and cyclists• Would not impair traffic flow• Would improve the aesthetics of the corridor
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Paper Feedback Form Comment Summary

A paper feedback form was provided at the meeting to collect additional input on the project. 96 residents responded to the feedback form, the results of which are summarized below.



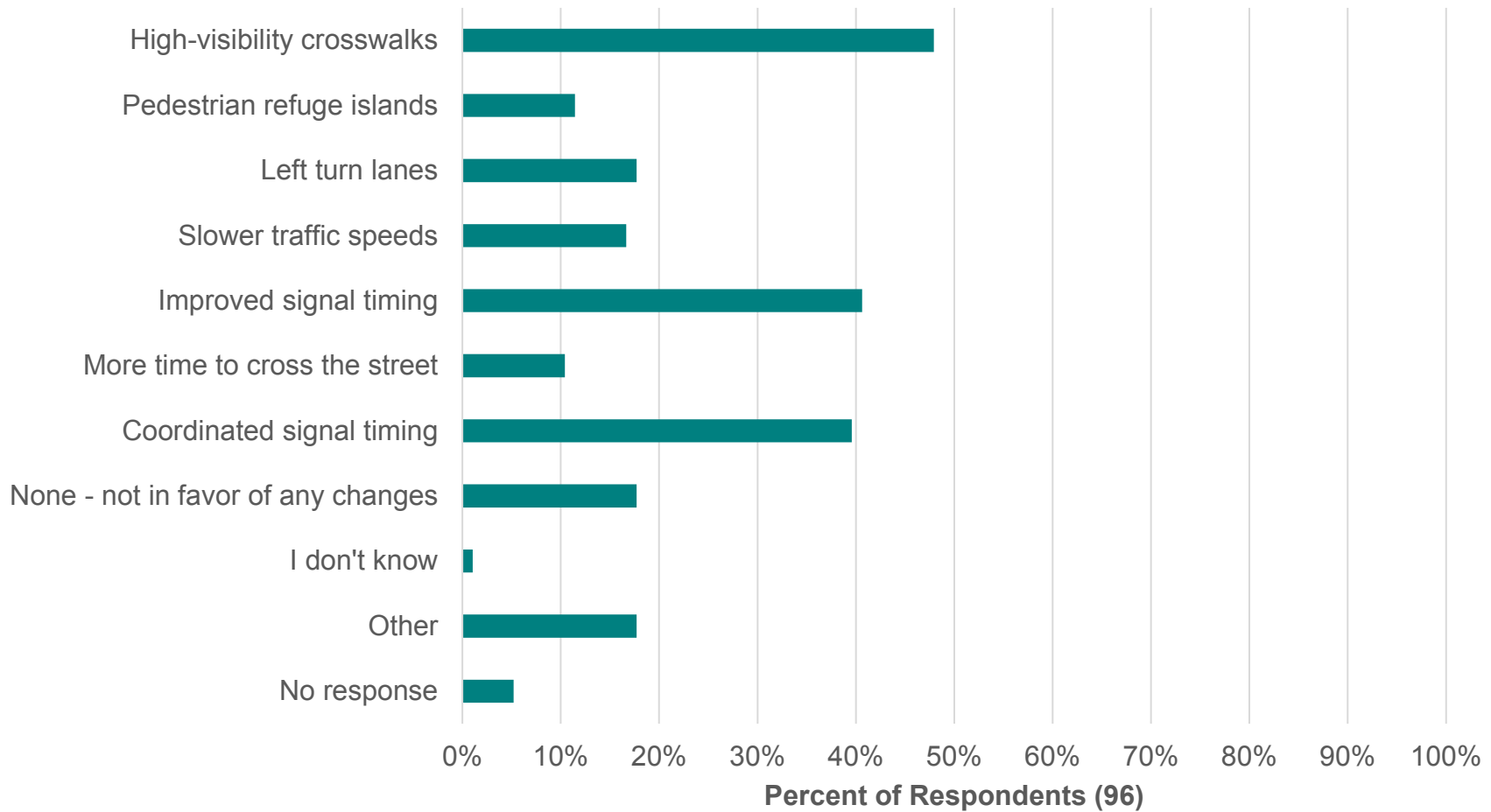
**What destinations do you travel to at least once a month on Seminary Road?
Select all that apply.**



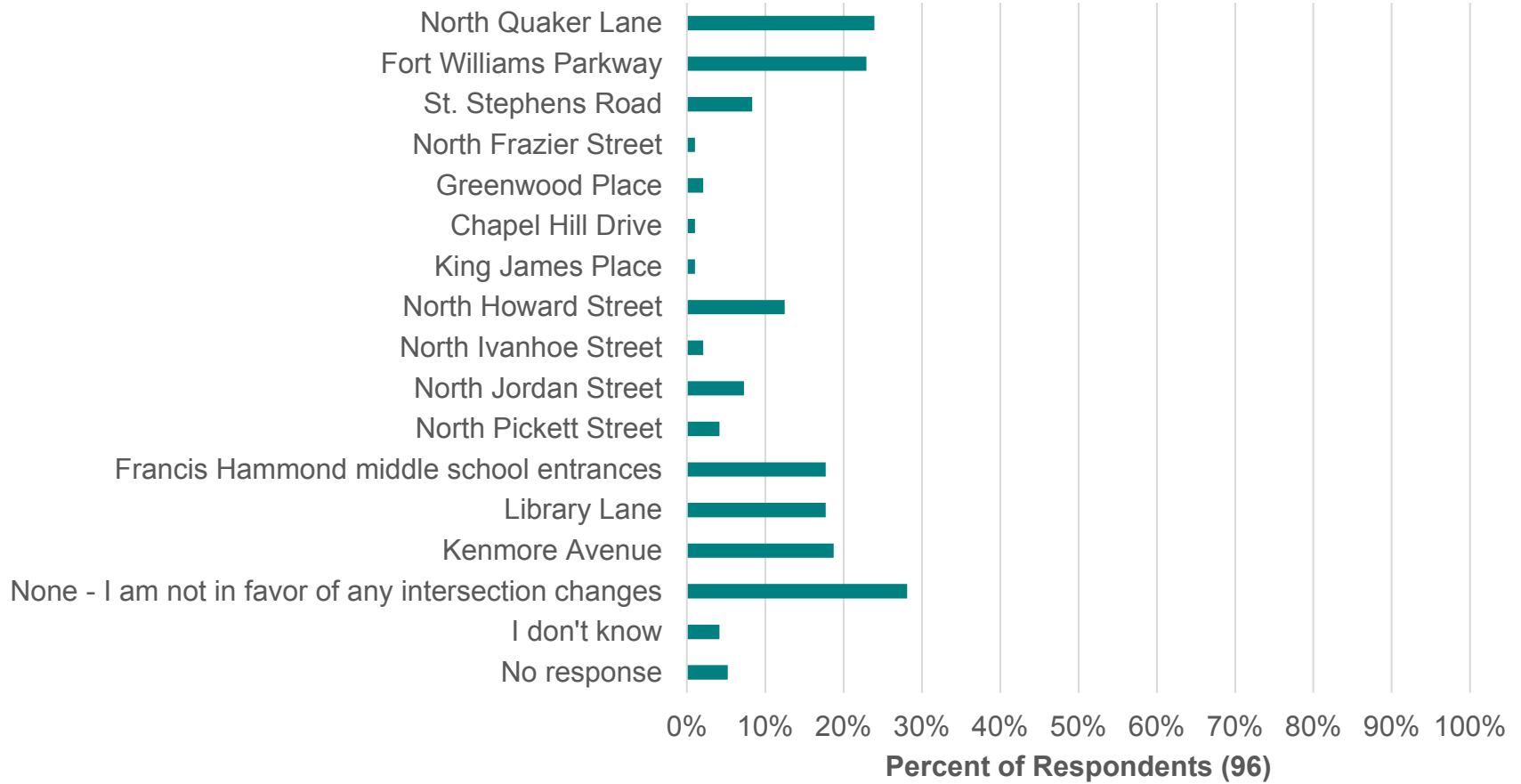
Please indicate how important you feel the following are for the Seminary Road project.

	1 Not at all Important	2 Not Very Important	3 Important	4 Very Important	5 Extremely Important	I don't know	No Response
Maintain comparable travel times for people driving	3%	4%	7%	8%	74%	3%	6%
Provide left-turn lanes	18%	29%	16%	13%	20%	4%	5%
Maximize vehicle throughput	7%	7%	8%	12%	61%	6%	6%
Minimize cut-through traffic	11%	20%	22%	14%	32%	2%	4%
Improve safety near Francis Hammond Middle School	10%	11%	37%	18%	19%	4%	7%
Reduce illegally speeding traffic	11%	12%	32%	14%	29%	2%	4%
Provide safer crossings for people walking	12%	16%	26%	16%	26%	4%	7%
Improve/add sidewalks	20%	15%	30%	16%	15%	3%	3%
Improve access to bus stops	20%	26%	25%	9%	14%	6%	3%
Provide greater separation between people driving and people walking	28%	38%	14%	3%	14%	3%	3%
Provide safe and comfortable bicycle facilities	56%	22%	8%	2%	7%	4%	1%

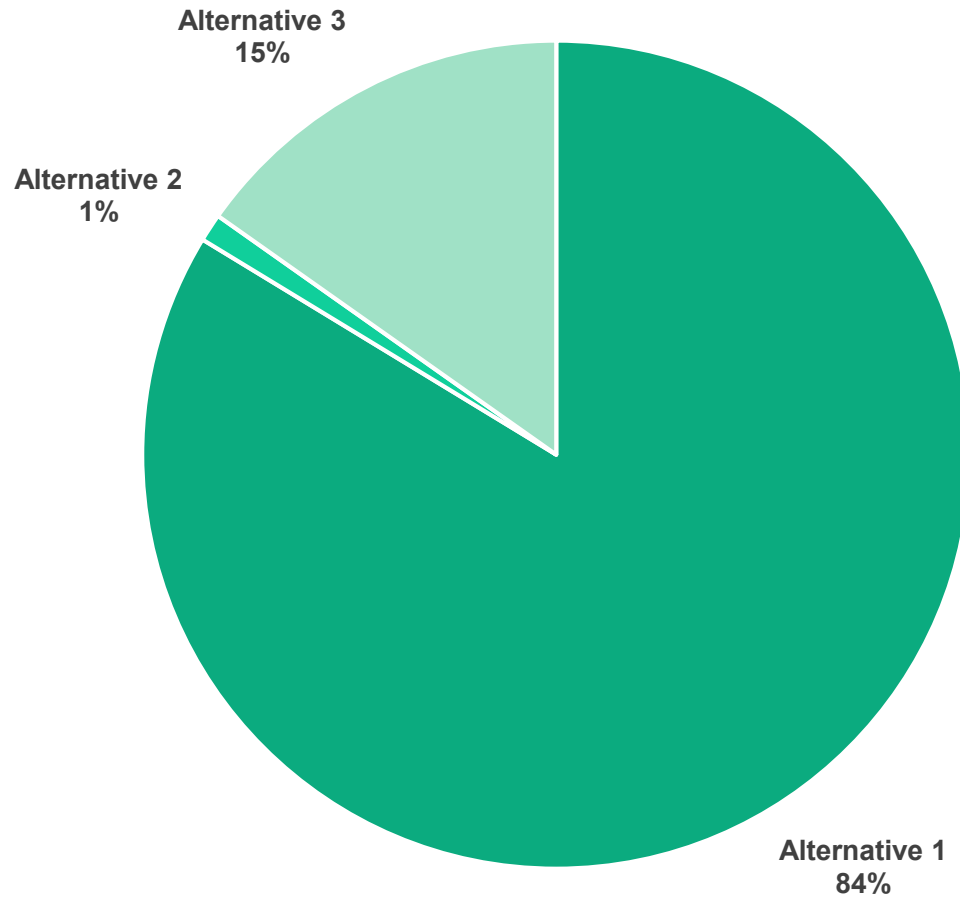
**What intersection improvements are most important to you?
Select up to 3.**



**Which intersections on Seminary Road do you think are most in need of changes?
Select up to 3.**

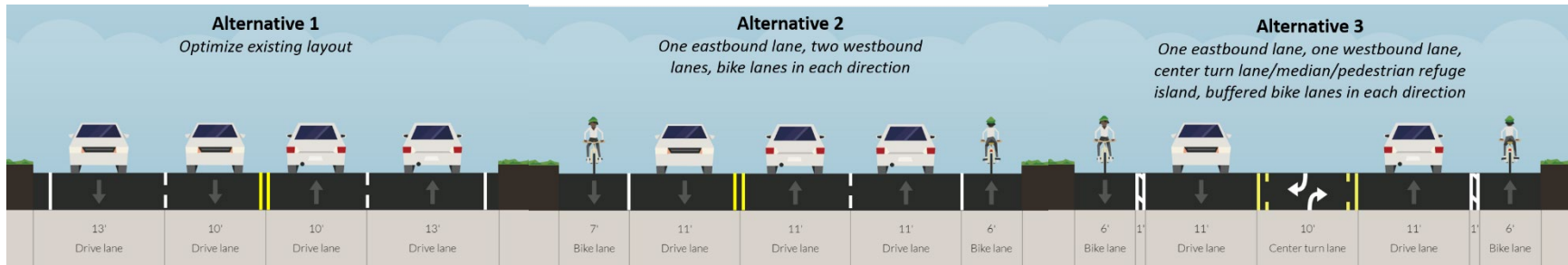


Respondents' Most Preferred Design Alternative

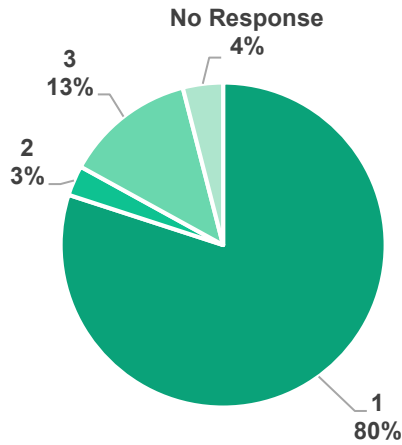


Ranked Design Alternatives on Seminary Road between Howard Street and Quaker Lane

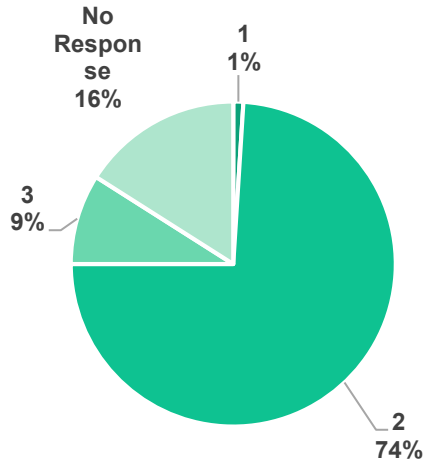
(1 = Most Preferred, 3 = Least Preferred)



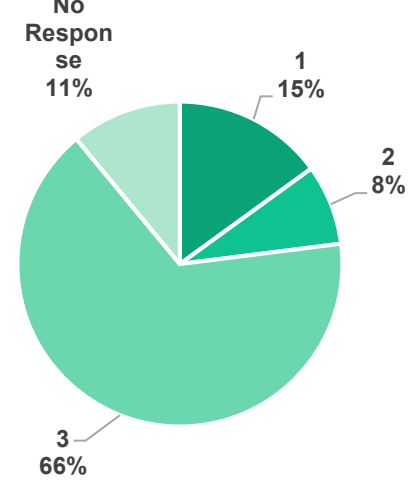
Alternative 1
1 = Most Preferred, 3 = Least Preferred



Alternative 2
1 = Most Preferred, 3 = Least Preferred



Alternative 3
1 = Most Preferred, 3 = Least Preferred



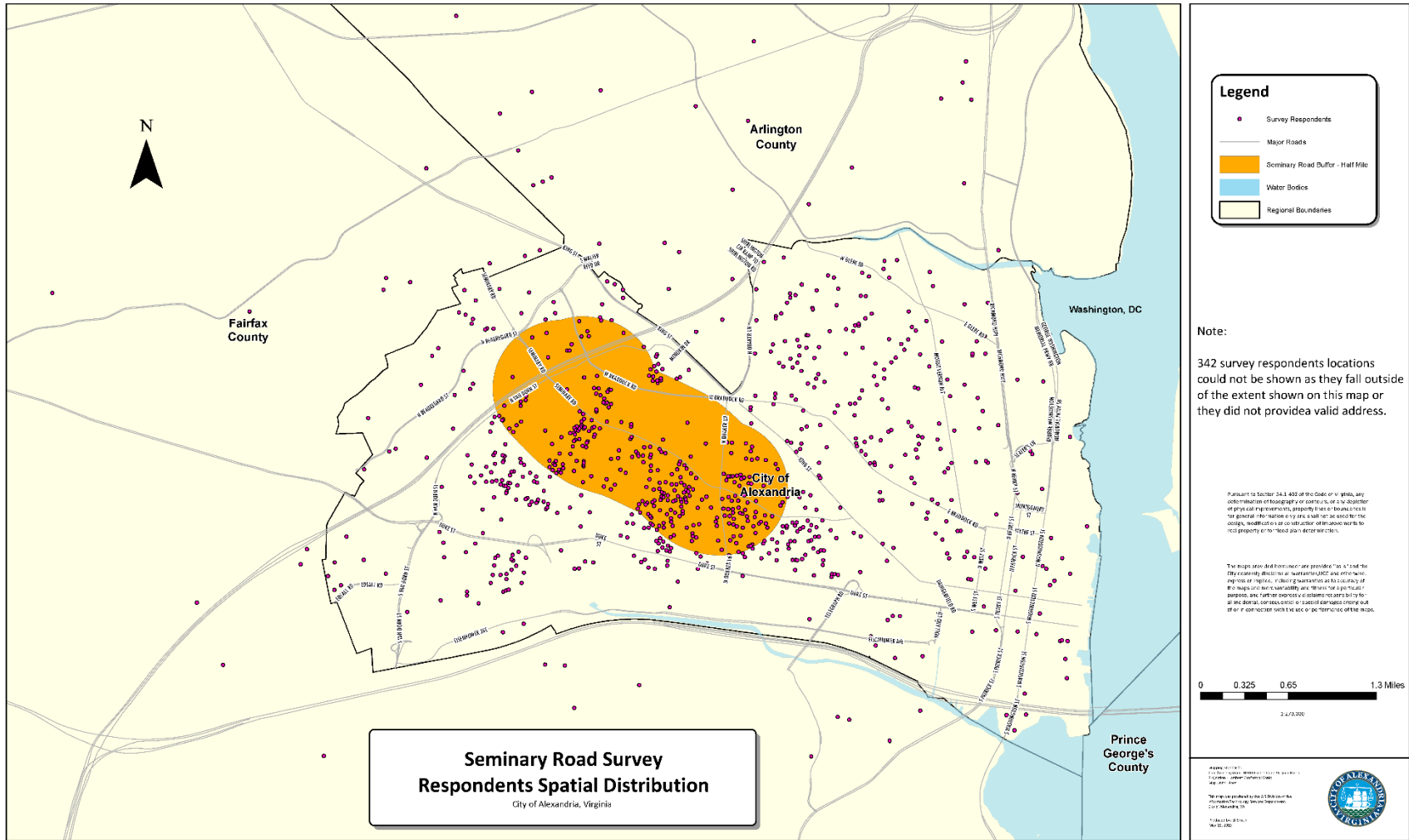
Verbal Comments at the Meeting

Numerous questions and comments came from the community after the staff presentation. These comments are summarized below. Please note, this summary is not meant to capture how many people spoke about a particular concern, but rather to capture the types of comments that were expressed during the meeting.

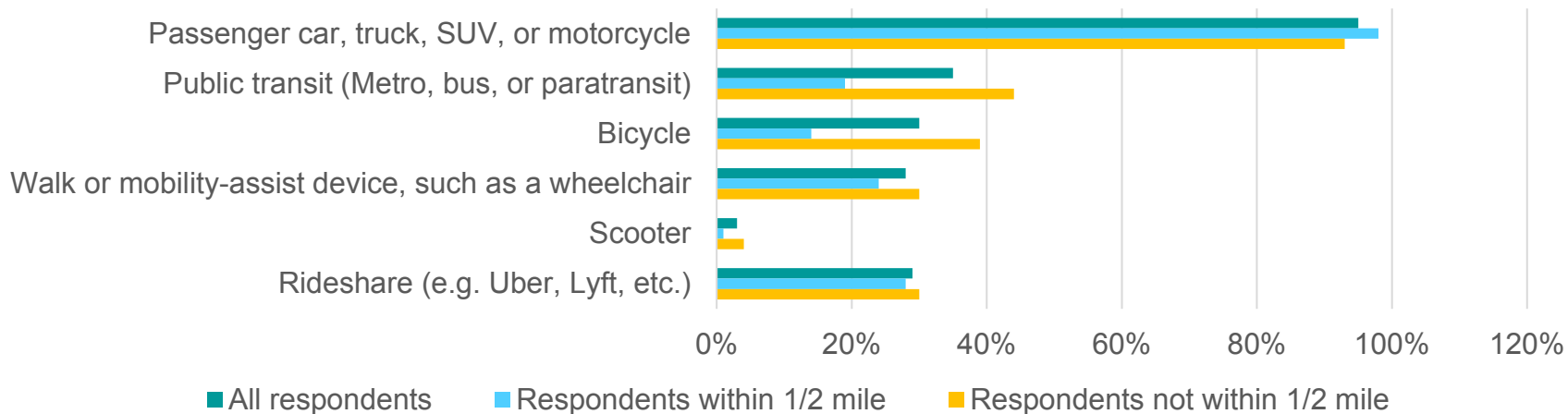
- Concerns about traffic impacts
- Existing bicycle traffic doesn't warrant road diet
- Concern about traffic diversion onto side streets
- Speeding is a problem on Seminary Road and on side streets
- Features from three alternatives could be combined to create a solution that works for everyone
- Concern about emergency response times
- Riding a bike is not safe on Seminary Road
- Concern about safety of students walking and biking along Seminary Road
- Concern about safety impacts of narrowing lanes
- There are not enough crashes to warrant safety interventions on Seminary Road
- Poor pavement condition on Seminary
- Seminary Road works fine as it is
- It is difficult to make left turns onto Seminary Road
- Cars operate at the expense of everyone else on Seminary Road
- Concern about how evaluation scores were developed
- Staff should consider other options besides those presented
- Concerns about safety of mixing vehicle and bicycle traffic
- Concern about safety effects of two-way left turn lanes
- Traffic calming is desired
- More enforcement is desired
- Concerns about BRAC impacts on traffic
- Concerns about air quality impacts of traffic congestion
- Pedestrian beacons would improve safety
- Concerns about impact of Patrick Henry swing space on Seminary Road traffic volumes
- Concerns about buses stopping traffic if road diet is implemented
- Signal timing changes should be considered for Alternative 1
- Some traffic delay is worth it if it makes Seminary Road safer and more comfortable for vulnerable road users

Online Feedback Form Comment Summary

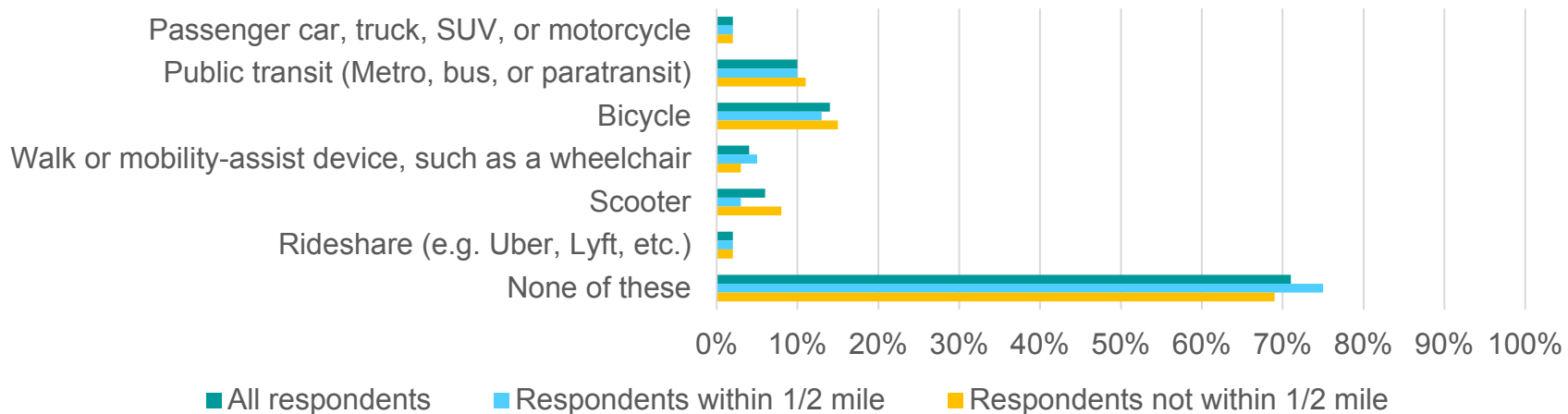
In addition to input collected at the March 25 community meeting, the City gathered comments through an online feedback form from March 28 to April 10. The online form received 1,191 responses. A summary of this feedback is presented below. The feedback was also analyzed by respondent address to understand what residents within 1/2 mile of the project area (421 respondents) think about the project compared to residents who live beyond 1/2 mile from the project area (770 respondents).



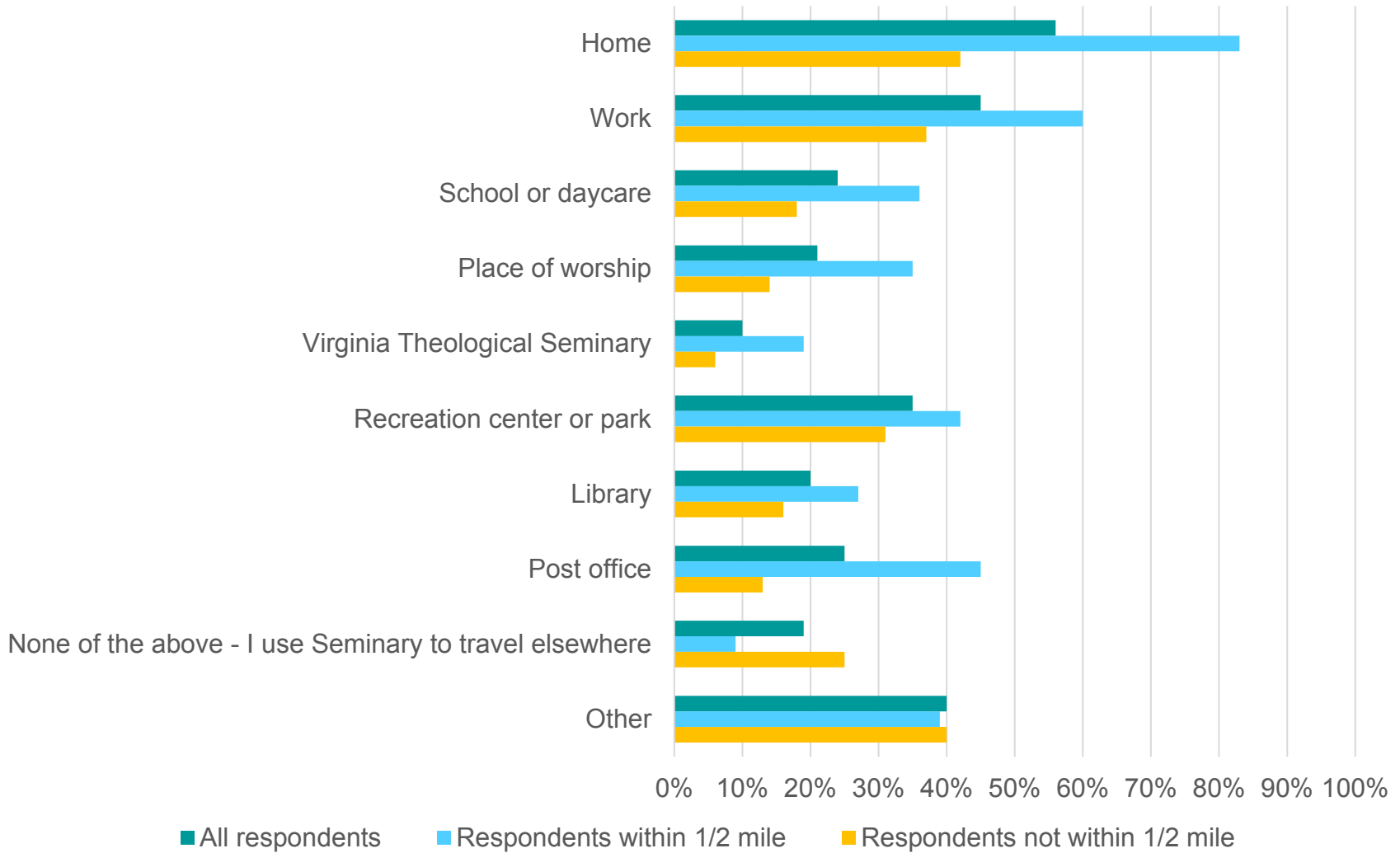
**Which modes of transportation do you currently use at least monthly?
Select all that apply.**



**Is there a way to get around that you don't currently use, but would like to?
Select all that apply.**



What destinations do you travel to at least once a month on Seminary Road? Select all that apply.



Please indicate how important you feel the following are for the Seminary Road project.
(all respondents)

	1 Not at all Important	2 Not Very Important	3 Important	4 Very important	5 Extremely Important	I Don't Know
Maintain comparable travel times for people driving	9%	12%	16%	12%	49%	2%
Provide left-turn lanes	11%	22%	28%	16%	20%	4%
Maximize vehicle throughput	12%	13%	16%	13%	42%	4%
Minimize cut-through traffic	14%	20%	24%	13%	24%	5%
Improve safety near Francis Hammond Middle School	7%	10%	29%	19%	28%	8%
Reduce illegally speeding traffic	8%	14%	23%	17%	37%	2%
Provide safer crossings for people walking	6%	12%	23%	15%	42%	2%
Improve/add sidewalks	8%	17%	20%	16%	36%	4%
Improve access to bus stops	10%	21%	26%	15%	21%	7%
Provide greater separation between people driving and people walking	15%	23%	16%	13%	29%	4%
Provide safe and comfortable bicycle facilities	30%	19%	11%	9%	28%	3%

Please indicate how important you feel the following are for the Seminary Road project.

(421 respondents located within ½ mile of project)

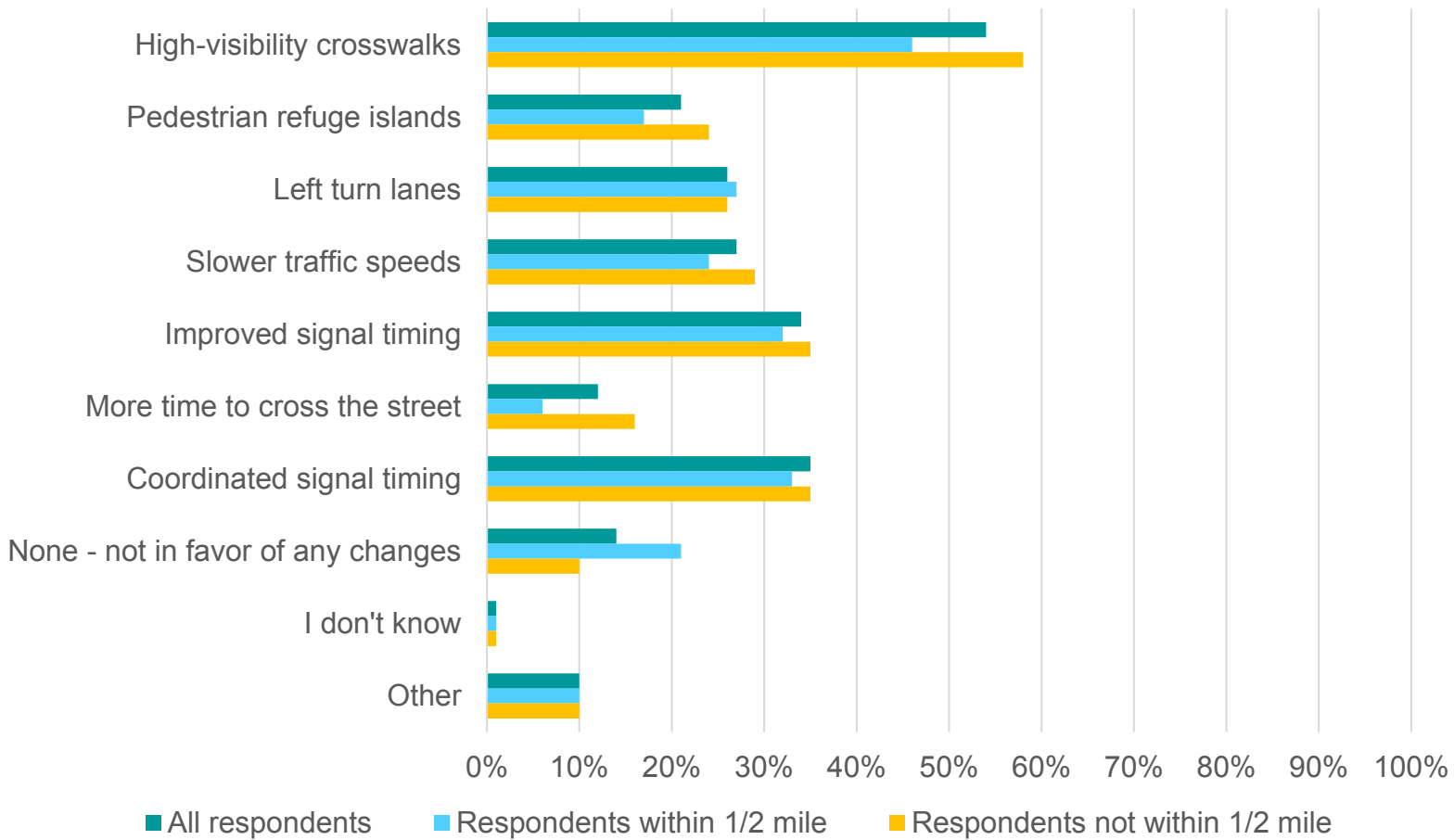
	1 Not at all important	2 Not very important	3 Important	4 Very important	5 Extremely important	I don't know
Maintain comparable travel times for people driving	5%	9%	13%	13%	58%	5%
Provide left-turn lanes	13%	20%	25%	15%	24%	9%
Maximize vehicle throughput	8%	9%	12%	14%	52%	18%
Minimize cut-through traffic	14%	16%	21%	13%	33%	15%
Improve safety near Francis Hammond Middle School	8%	12%	33%	15%	23%	37%
Reduce illegally speeding traffic	9%	15%	26%	13%	34%	8%
Provide safer crossings for people walking	8%	17%	27%	14%	33%	6%
Improve/add sidewalks	12%	19%	24%	14%	28%	11%
Improve access to bus stops	16%	25%	27%	11%	14%	27%
Provide greater separation between people driving and people walking	23%	27%	15%	9%	24%	10%
Provide safe and comfortable bicycle facilities	41%	21%	12%	8%	15%	9%

Please indicate how important you feel the following are for the Seminary Road project.

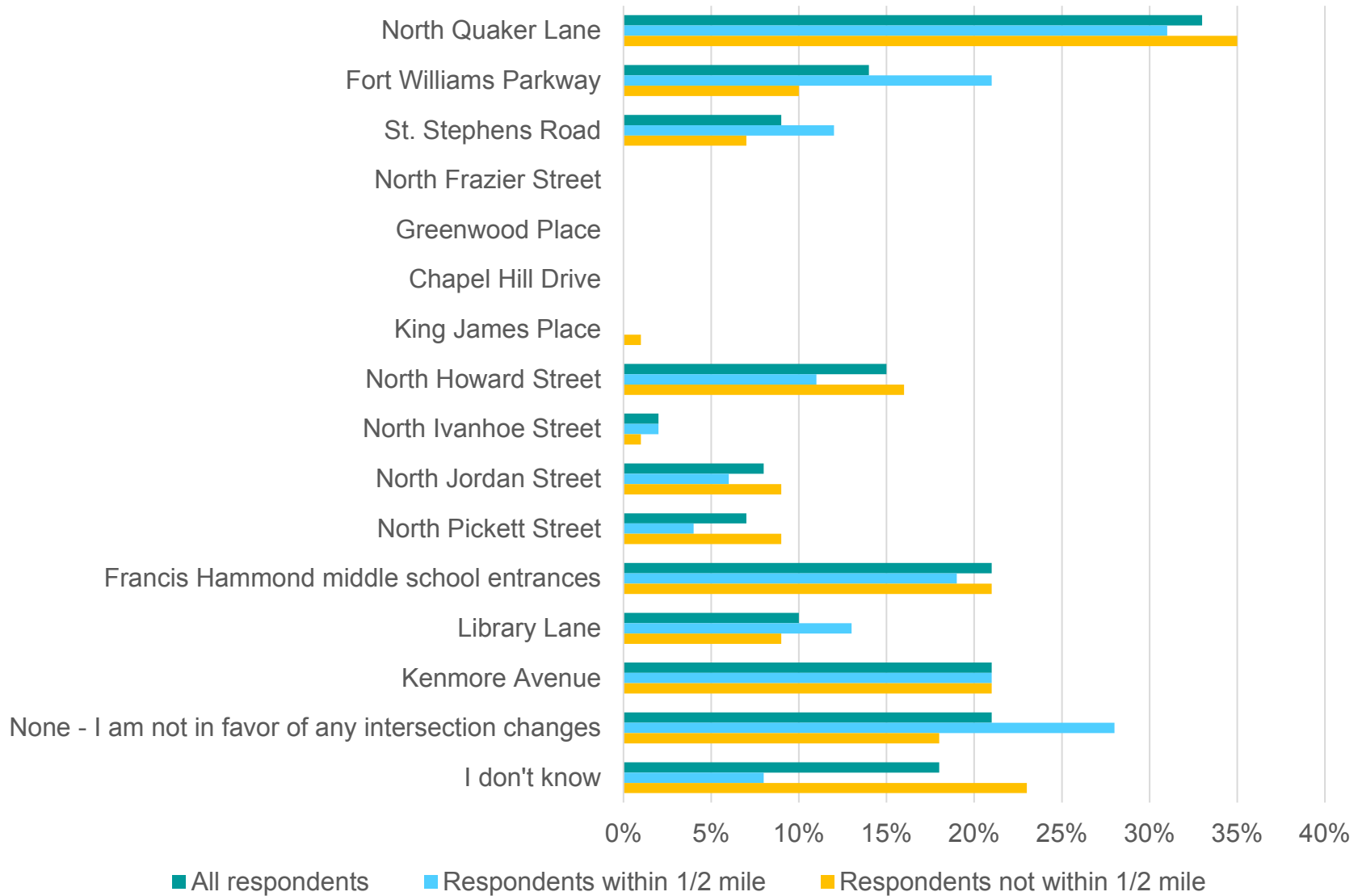
(770 respondents not located within ½ mile of project)

	1 Not at all important	2 Not very important	3 Important	4 Very important	5 Extremely important	I don't know
Maintain comparable travel times for people driving	11%	14%	18%	11%	44%	2%
Provide left-turn lanes	10%	22%	30%	16%	17%	5%
Maximize vehicle throughput	14%	15%	17%	13%	37%	4%
Minimize cut-through traffic	14%	22%	26%	12%	20%	6%
Improve safety near Francis Hammond Middle School	6%	9%	26%	21%	31%	7%
Reduce illegally speeding traffic	7%	13%	21%	19%	38%	2%
Provide safer crossings for people walking	5%	9%	21%	15%	48%	2%
Improve/add sidewalks	6%	15%	17%	16%	41%	5%
Improve access to bus stops	7%	19%	25%	17%	25%	7%
Provide greater separation between people driving and people walking	10%	21%	16%	16%	31%	5%
Provide safe and comfortable bicycle facilities	24%	18%	10%	9%	35%	4%

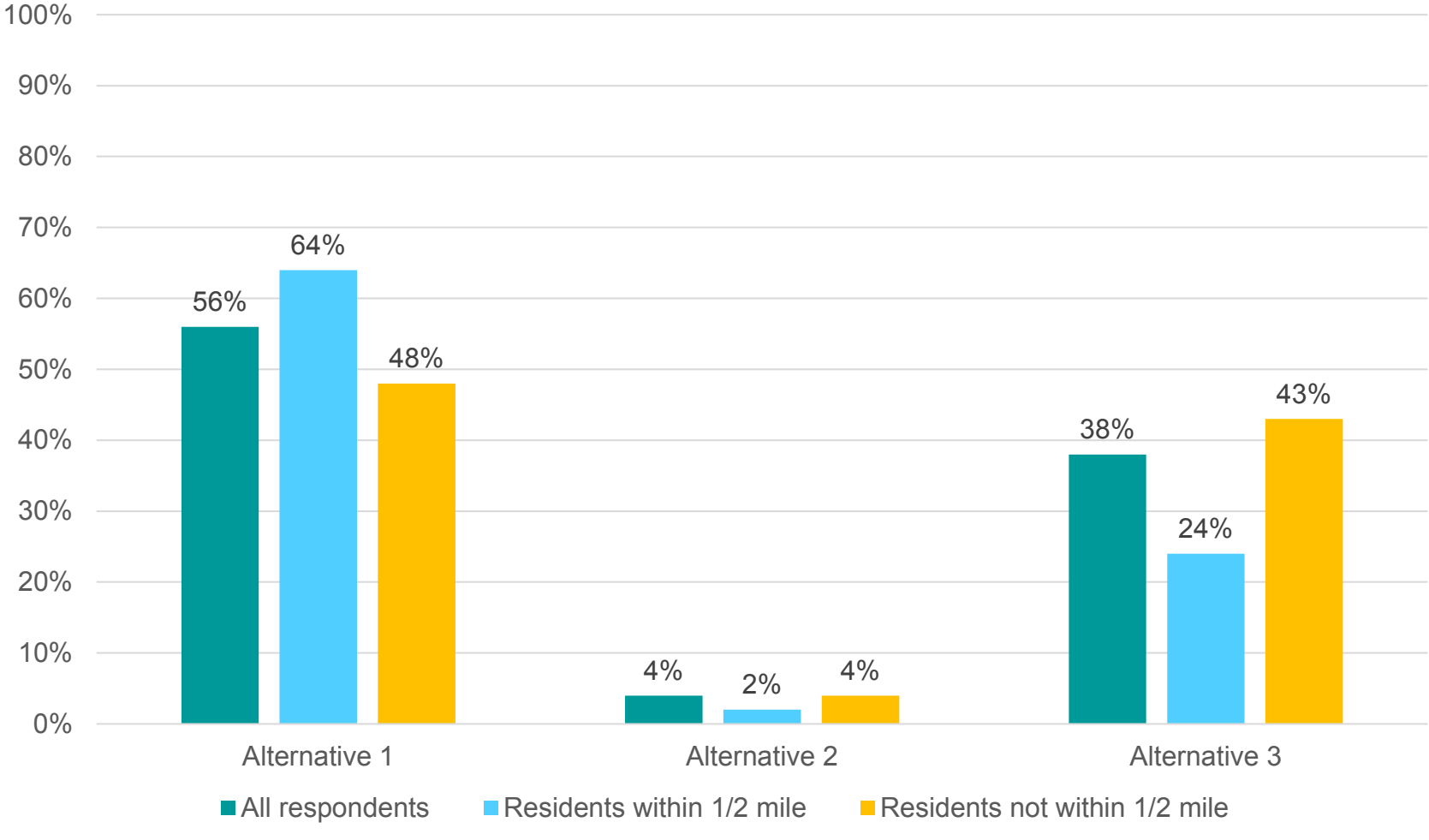
What intersection improvements are most important to you? Select up to 3.



What intersections on Seminary Road do you think are most in need of changes? Select up to 3.



Respondents' Most Preferred Design Alternative



APPENDIX A: NARRATIVE COMMENTS FROM THE FEEDBACK FORM

All feedback form respondents were given the option to provide narrative comments on the project. A comprehensive list of these comments is shown below.

<p>For over 40 years, Seminary Road has been my lifeline to the outside world by car. I live in Seminary Ridge. I also use and cross it on recreational walks. It is most important to me that it be a smooth thoroughfare, not only for me but for the emergency vehicles that use it. The planned traffic jams that are proposed make no sense to me. It should also have a 30 mph speed limit. Most people will obey a reasonable speed limit, 25 mph is unreasonable for that major thoroughfare (Quaker lane too). While I do not support a dedicated bicycle lane, a bicycle lane to be shared with cars would not be objectionable if buses could use it when they pick up and discharge passengers. As far as crossing Seminary on foot I have never had difficulty and I am almost 80. A study on Milwaukee's Lakefront found that a higher percentage of cars exceeded 40 when the speed limit was 25 than when it was increased to 30.</p>
<p>I believe this whole effort is just a ***** charade. I've lived in Alexandria for 30 years in the West End and the city has never, ever listened to the concerns of the people who live here. You did not listen to the concerns regarding the traffic impact created by the Patent and Trademark Office, BRAC, or the MD cut through traffic that has now turned streets like Fort Williams Pkwy into cut through streets with widespread speeding during the morning and evening rush hours. I think you cook the data and consistently misrepresent costs and benefits to achieve your desired outcome. There is no doubt in my mind that you will pick option 3. If it was possible, I'd bet money on it. If you listened to residents you would pick option 1. But you will not listen.</p>
<p>Bike lanes on major streets are underutilized by bicyclists --- negating need for same. If bike lanes/routes are needed, have them on streets that have less traffic.</p>
<p>As a resident off of Seminary Rd, I live on a cul-de-sac - so there is only one way in and one way out. The right lane going east backs up to Ft Williams Pkwy in the late aft./early evening. If there is only one east bound lane, the motorists going east will have to sit in a very long line for all the cars that are turning right on Quaker or going straight on Janneys. As a realtor, I think it is going to DEVALUE properties as people are very unhappy with the King Street changes and the Russell Road changes. How many people driving vs. How many sidewalk users.</p>
<p>THAT OUR CITY COUNCIL WOULD CONSIDER REDUCING TO LESS THAN FOUR LANES ON SUCH A CRITICAL THOROUGHFARE MAKES ME SERIOUSLY QUESTION THE COUNCIL'S VERY COMPETENCE. PLEASE DEVOTE RESOURCES TO REPAIRING THE POTHOLES, I AM SICK AND TIRED OF HAVING MY TEETH RATTLED ON A DAILY BASIS</p>
<p>Providing & maximizing vehicle traffic is critical, especially due to the hospital. One of my family members barely survived a serious allergic reaction and may have died if it took another minute to get to the hospital! I also passed an ambulance on the way to this meeting. Please increase speeds at least to 30 mph.</p>
<p>I have lived off Seminary Rd my whole life. Speed and reduction of lanes is not the problem. It is distracted driving. The city has chosen to listen to a select few. We have a city that dictates to its residents. I'm ashamed to call myself an Alexandrian. We live on Skyhill Rd and work in Old Town. I have been forced because of the traffic and the 'new' road design to become a cut through driver. This is [sic]</p>

<p>City should be more concerned w/ the Telegraph Rd exit. As stated before the majority of rush hour traffic is not residents of Alex, but yet most of our traffic east of the hospital is trying to get to Telegraph Rd. Making Seminary 2 lanes will only add traffic to already crowded side streets.</p>
<p>More cars require better road conditions - more lanes, less obstructions.</p>
<p>I live on Seminary road unlike many of the people here. It is a dangerous road for people to use whether driving, walking, crossing the street, or biking. it needs change to make it safer the road needs to be reconfigured.</p>
<p>No reason to lose a lane Bikes can ride on street now Emergency route to hospital - can not risk traffic congestion City is too quick to make change when not necessary How many bikes actually use King St bike path? Compared to projection</p>
<p>If as much effort was spent fixing potholes the streets would be much safer and traffic would move faster. Don't cut the Dash lines on Seminary Road.</p>
<p>Make sure the 25 mph seed limit is enforced.</p>
<p>It does not make sense to have all the economic growth and cut down vehicle access. with kids going to school, none of my kids would ever walk to school, regardless of any changes. I absolutely would not let my children use a bike lane on Seminary Road.</p>
<p>I am a biker - let me start by saying that! The bike lanes are a ridiculous idea. They go nowhere! And there is nothing between Howard and Quaker that would compel me to bike on Seminary Rd. Where would I go to? There are no stores whatsoever that would be a destination for a bicyclists. Pease do not disrupt the traffic on Seminary Rd to accommodate bicyclists who will not use these 2 lanes because there is no place to go!!!</p>
<p>What are you doing to mitigate the impact of any changes on other impacted streets, specifically Howard and North Early - Some forethought needs to be put into these, unlike what was done for the Van Dorn changes between Braddock and King.</p>
<p>The intersection at Seminary & Quaker is dangerous. the cars going East that are going straight (onto Janney's Lane) need to be in the right lane. But numerous cars stay in the left lane to avoid having to wait in line and go straight to the front and break into the right lane. Please keep Seminary a residential street and keep it from becoming a major traffic corridor. The improvements made on Janneys Lane and King St. (west of metro) have been a great improvement.</p>
<p>Alt 3 is a terrible idea</p>
<p>These handouts are pathetic and seem to be both "driving" at a city hall determined outcome and leading respondents to reply in ways that might accomplish that objective. In my many years residing in Seminary Ridge the only bicyclists I have seen over 30+ years are Ridge kids crossing Seminary, cutting through Episcopal Seminary & H.S. to go to Bradlee. No commuting bicyclists - But once in a blue moon; on Saturdays, groups of enthusiasts will use the road, and move on</p>
<p>Please add a refuge island at Fort Williams Pkwy on the west side. At Library Ln, please add refuge islands too to reduce crossing distance.</p>
<p>I hope you will consider some type of lighting that makes it safer to cross the street. Please consider audible traffic signals where lights are installed. Thank you.</p>
<p>Taking away lanes from vehicle traffic, particularly when volumes increase and like or not are & will continue being used by commuters, does not make any sense. The expectation that bikers are going to start coming in just by creating dedicated lanes is completely (?) to say the least,</p>

<p>particularly in a not very densely populated area where there is clear evidence of lots of Alexandria traffic volume, which will clearly not switch to bikes. Limited amounts of city's money will be better spent, where they would really be a need for keeping the city operating properly once again. Don't try to change what seems to be working, but rather focus on fixing what is not working (e.g. streets paving throughout the entire city).</p>
<p>Alternative 3 seems to be a solution searching for a problem (that actually could be said about all 3 alternatives). The pedestrians that need help are illegally crossing from the hospital parking lot across Seminary Rd. to the bus stop on the westbound side of Seminary. That needs to be addressed. A similar situation exists with illegal jaywalking from Kenmore across Seminary Rd. to westbound bus stop. Also needs a solution. Maybe fences to force them to use the crosswalks. Repaving ought to be held in August before school starts. Waiting until the school year will compound the disruption repaving will cause. August is a relatively quiet month and disruption would impact fewer people.</p>
<p>My feeling is the city staff has already decided the outcome, and the public meeting to solicit the community views is just a sham show to check a box. There are rarely bikes on Seminary road. I am on it every day. Why are the vast majority of citizens to be made to wait in long lines in order to accommodate a very few. The traffic "calming" measures including reduced speed limits has already caused longer lines - sometimes blocks long. Reducing 4 lanes to 2 will only make it worse. When dropping children at school, add 15 minutes to the commute each way. The fact of the matter is we are spending a lot of time and money to fix a problem that doesn't exist except for a very few -- to the detriment of the very many.</p>
<p>Make Seminary safe for all!</p>
<p>KEEP 4 LANES - 2 EACH WAY TO FACILITATE TRAFFIC FLOW, MAINTAIN EASY ACCESS/MOVEMENT FOR EMERGENCY VEHICLES.</p>
<p>Options 2 and 3 do nothing to remove vehicles from the road; therefore only increasing traffic congestion. Instead of these radical changes, you should focus on improving the coordination of signals to ease traffic. Options 2 & 3 will make congestion near Hammond worse, especially or those coming from the Interstate. Please focus on making the roads better and don't cater to a small vocal minority and make life worse for the majority of residents.</p>
<p>The write-ups of all three proposals do not address what my HOA considers the most critical issue: access to the Alexandria Hospital emergency room for ambulance vehicles. Emergency vheicles should not be forced to have only local-road access to the West End's critical care facility.</p>
<p>Option 2 must open up to 4 lanes at Quaker Lane (i.e. the same configuration as current).</p>
<p>1. Any change must address the intersection of Seminary/Quaker/Janney's Lane. The traffic lanes on Seminary (heading to Janney's & Quaker) include a middle TURN LEFT ONLY and a TURN RIGHT/GO STRAIGHT LANE. This situation is currently problematic and will only get worse with the current proposed alternatives. None of the alternatives adequately address this intersection. 2. The city should have a written statement of what the CHOSEN plan will achieve and what EXPLICITLY the measure of success is. (Is it "complete gridlock" or "throughput of x seconds" during key rush hour times)? The "measure of success" should be monitored and PUBLICLY reported. If the new chosen plan does not achieve its stated goals, the city MUST take steps to undo the damage and make necessary changes that will achieve the stated goals.</p>
<p>Please listen to the amount of people who are speaking up against any changes.</p>

<p>Have live here over 25 yrs and there have not been any problems with Seminary Rd. Now you want to force bicycles on the road by providing bicycle lanes. There are few bikes on the road. These few bikes do not warrant disrupting all the people who have cars - basically the tail is wagging the dog - get real - there is a better use of taxpayers funds - trying to solve a problem that does not exist.</p>
<p>Hopefully there is still a chance to do the right thing. I walk everyday and building bicycle lanes is a complete waste of my dollars.</p>
<p>I don't believe that the data shows that there is any KSI on the stretch from Howard to Quaker. The speed limit has dropped since it was lowered. Reducing travel lanes will increase cut thru traffic thru all of central Alexandria including Fort Williams Pkwy. Turning out of Ft Williams Pkwy will be extremely difficult with option 2 or 3. Visability would be poor and a driver would have to block the bike lane to make a left on Seminary to get to the suicide lane. Move the bus stop across from the hospital to east of Howard. To many people jwalk @ hospital.</p>
<p>Trinity and Quaker needs a light or a crosswalk. Keep Seminary as is!!! - repave Seminary Road needs to be repaved now! It is an embarrassment to the city for being in a pot hole condition for many years now. Too many cars use Seminary Road to reduce lanes and add bike lanes. It would become so congested getting anywhere would be terrible. Maybe if they want people to slow down add speed bumps :) that helps. Too many Maryland drivers and commuters who work at the newish opened Gov't building drive on the road already. If reduced lanes it would add congestion that is unnecessary to add bike lanes for a few people who ride bikes. Braddock Road has bike lanes which basically parallel Seminary. King Street bike lanes are rarely used and less cars travel on King St near the high school. Also, they should put a fence back near Hammond between the apartment building and the medical building. Too many people are JAY WALKING. It's very dangerous - there is a cross walk at the light, they need to use it. The sidewalk shouldn't end on the one side of Seminary road by Quaker that is stupid, it goes nowhere.</p>
<p>To reduce the number of lanes on Seminary Lane would be a disaster for traffic flow. The congestion would be terrible. No reason to change, just repave the road.</p>
<p>Alternative 1, I run 3 times a week during rush hour and don't feel threatened by vehicular traffic. I run and walk using seminary Road sidewalks ALL THE time. I do not feel threatened by vehicular traffic. The Seminary has beautiful Roads that can be used by pedestrians and bicyclists. This is really beautiful. I agree that it is impossible for residents to get places they need to go during rush hour. I was 1/2 hour late for a doctor appointment on Duke Street.</p>
<p>I would prefer to keep Seminary Rd to 2 lanes in each direction. There is already enough traffic in the city without adding additional traffic.</p>
<p>This is a horrendous plan. Fall Church is able to efficiently manage cut through traffic on Washington St. by strictly enforcing speed limits. They maintain a 4 lane road in a residential setting without endangering residents. I do not want my children biking and walking along a street polluted by back up traffic and inhaling the exhaust of idling cars. TC Williams does not offer bus service to this neighborhood, so I want my child's lungs protected.</p>
<p>LIMITING TRAFFIC ON SEMINARY TO 2 LANES IN NOT AN ACCEPTABLE OPTION. SEMINARY MUST REMAIN 4 LANES. IT IS A MAJOR CROSSROAD THROUGH FROM 395 AND HOSPITAL. TRAFFIC IS ALREADY A PROBLEM TURNING RIGHT AT QUAKER AT ALL TIMES OF THE DAY SO THIS WOULD BE MAGNIFIED WITH TRAFFIC BACKED UP WELL INTO THE ROAD. THOSE WHO LIVE ON SEMINARY WILL HAVE DIFFICULT EXITING THEIR DRIVEWAY WE DO NOT NEED BIKE LANES ON SEMINARY ROAD. EMERGENCY VEHICLES WILL BE IMPEDED IN USING THE STREET WITH ONLY 2 LANES YOUR ALTERNATIVE 3 SLIDE INDICATING IT IS THE BEST OPTION IS COMPLETELY BOGUS ADD HIGH VIEW CROSSWALKS TO SEMINARY CHANGE LIGHT SYNCHRONIZATION TO ALLOW FOR BETTER TURNS FROM FT WILLIAMS & OTHER STREETS</p>

<p>1. There is inherent tension between creating an efficient flow of traffic on Seminary Rd and making it more "neighborhood-like" for pedestrians and cyclists. I do not believe the traffic statics used for pre- and post-Brac are accurate. Thanks to a poor City Council decision, traffic has increased. Options 2 & 3 presented here will only make traffic worse. 2. Under any circumstance, traffic on Jordan St. will increase more. Your engineer admitted this will be the case but there was no plan for that. This is not professional planning!</p>
<p>The only change I would like to see is to add a right turn only lane on the West side of Seminary (Across from Janney Lane) at Quaker and add some space on the corner of Janneys + Quaker (South Side) because cars making right turns from Quaker don't have enough room to avoid cars waiting at the light. PLEASE - no more bike lanes to reduce traffic lanes. It's already horrible to drive to my house on Janneys Lane.</p>
<p>We need 4 lanes on Seminary Road. The 25 mph speed limit has provided safety. Rule-breakers (drivers, cyclists, and pedestrians) & bad personal behaviors are the real problem. Your "grading" of Alt. 1 is inaccurate. It is obvious you are trying to score it low. Esp. "Preventing Crashes"</p>
<p>I work and live in the City of Alexandria. I travel to my work & return using Seminary Rd, Janney's Lane to King St. I have traveled this same route to + from work between 7AM - 7:45AM almost everyday. I have seen 2 Bike riders us the existing bike lanes. I am in my 60's and plan to keep working for at least 5-10 more years. I will NOT be biking. I will not use public transportation. I will NOT walk to work. I frequent local restaurants & businesses at least 3-4 times per week. I drive to the establishment. I will not walk. I won't bike. I won't use public transportation to use these establishments. During rain and bad weather, very few - if any bikers use the bike lanes. This is fixing a problem that does not exist. Please keep the 4 lanes (2 each way). (I would like to know the amount of revenue produced from tickets given over the last 2 years.) Thank you! I feel this is a (?) done (?) for reducing lanes. Please include wait times in BAD weather - rain, snow, + beginning of school year. Seminary is (?) connector in the NOVA area. I walk my neighborhood 2-3 times per week. I feel safe as is.</p>
<p>If there were more buses and better routes to get places other than Metro, I would .</p>
<p>the section of Seminary Road between Quaker and Howard is safe and only needs to be repaved. No Road Diet!</p>
<p>Seminary is an unlikely option for commuter bicycle traffic. Major alterations for that purpose are a poor investment. Serious consideration needs to be given to police and other emergency vehicles, particularly ambulance access to the hospital. My observation has been that car do not make way for emergency vehicles. Keeping 4 lanes on Seminary will maximize access for emergencies. A traffic light at Fort Williams and Seminary would increase safety at an intersection that has poor visibility in both directions.</p>
<p>Would prefer alternative 4 - no change at all. Reducing lane size will make things less safe. There are only 4 major road arteries within Alex that have direct access to Alex Hospital. The most direct is Seminary Rd which the City feels compelled to modify to make life safer for bikers. Has the city asked for input from first responders regarding the proposed changes to Seminary? How do the residents of Old Town feel about having access to Hospital reduced? How safe will speeding bikers be for pedestrians - bike that are not as visible as a vehicle? No median strips!</p>
<p>Current changes to seminary Rd need to be extendable West beyond Howard to allow cyclists to access the ped/cycle bridge crossing 395. It is very awkward for cyclists to access the bridge.</p>
<p>My question is whether I should trust the analysis of City staff. I know that similar analyses were done about the entrance to the new Patrick Henry school (intersection of Polk and Latham). Despite assurances that no problems were expected, opening of the school has demonstrated</p>

that the Polk and Latham intersection as well as others in the neighborhood are completely unsafe. Does city staff merely conduct analysis with the objective of confirming preconceived theories?
Traffic light at Ft. Williams Pkwy and Seminary also allows pedestrian crossing Better sight lines at intersections Unimpeded access to hospital along seminary What about when St Stephen's and Temple Beth-El have an event and one lane is shut for parking?
Leave it as is!
Why do the only changes ADD bike lanes? Ridiculous?! This whole exercise is a FARCE!
This is a solution in search of a problem! Leave it as it is. I am very against any changes at all! We currently have a huge increase in the number of aggressive drivers on Ft. Williams Parkway (where I live) since the city reduced speed limits on Seminary and Quaker - HUGE cut-through driver aggression - passing in no-pass zones, tailgating, running the stop sign at Tupelo place. I want to see a cost benefit analysis of these alternatives, and I don't mean the cost of bike lane paint! It cost tens of millions of dollars to put these roads in and now you're proposing to effectively pay tens of millions for bike lanes that almost no one will use. Please stop kowtowing to the bike lobby and our city staff's resume building. Do not change anything.
If you want to improve safety, put in lights and more crosswalks. Bike lanes aren't needed.
enforce speed limits - but do not create traffic congestion - leave our 4 lanes intact! Forcing traffic congestion is dangerous and irresponsible as it will delay access to Alexandria hospital, Bishop Ireton School. SSSAS + middle school on Seminary road. Let me be clear: the majority of patients that need access to Alexandria hospital ER go there by automobile + a delay could cause death! Stop this nonsense + leave Seminary Road 4 lanes untouched.
Repave and no change. No safety crisis Don't change our road Not all complete streets projects are meant to be.
I strongly support Complete streets strategies and programs. Therefore I strongly support Alt. 3.
If it ain't broke - don't fix it.
What is the ultimate policy objective? Safer streets or remove cars? The City has a transparency problem. What if your models are wrong? How will the City measure success of failure? And if we see failure, can the City revert to four lanes?
The reduced speed has improved safety. Reducing to 2 lanes will cause cars to pass on opposite sides. What are you trying to solve? How about crossing guards at Hammond if you are truly concerned w/ safety. Or is someone trying to pad their resume. At what point do you listen to the property owners you are inflicting your change on?
What are you trying to solve? Seminary is one of the safer roads in Alexandria.
Seminary Road is not a strolling road. Please just repave the road and add a crosswalk for the Seminary. Adding a 25 MPH light will work to slow the street traffic down. Bikes don't use Braddock Rd which has dedicated lanes. In 20 years I have never seen a person riding on King, Braddock or Seminary. If these changes are made, only one main thoroughfare - Duke Street_ will remain with 2 lanes in each direction. This is really not a smart move. Someone should get the VA reporter from the Washington Post to write about all the \$\$ wasted on this.
I see no point in introducing .9 miles of bike lanes when our end is near 395. There are no bicycles there, it's too dangerous. I think you put these put these bike lanes in people will turn down Howard and we will have MORE pedestrian accidents as it is near the hospital. Leave it

<p>the way it is, but keep mileage signs to slow traffic. Stronger and more places for people to cross - eg, near Ft Williams, which is access for the Seminary.</p>
<p>If alternative 3 were to happen people would die or become disabled for life if an ambulance couldn't get to the hospital on Howard Street. Also, people could die in house fires if the firetrucks were held up in traffic and people's homes and businesses could be destroyed. This is a truly dangerous proposal.</p>
<p>I see nothing here to address the Jaywalking near 395 or the hospital. I feel all the 'blame' for safety issues is being put on the vehicular traffic.</p>
<p>The King street improvements (with bike lanes) look very nice, but for me the effect was avoiding King street. I generally use Seminary Rd or Braddock Rd to get from the West end to Old Town. I have never seen an actual bike rider on upper King Street on the few occasions when I have used King street. Sidewalks are needed on entire stretch of Seminary Road. Crosswalks only should be allowed for crossing at Library lane (Not Kenmore Ave). No other crossing should be allowed between Library Lane and entrances to 395 other than pedestrian bridge and signage/barriers need to be installed.</p>
<p>I am not as concerned about changes as many people here. But, if a change did occur, I would like the center turn lane and bike lanes the most.</p>
<p>If I could put NA for Alternatives 2&3 I would. I rarely see any bicycles on Seminary. We don't need to penalize car for the sake of non-existent bicyclists. When I was younger my family bicycled to Old Town using 4-Mile Run bike path and George Washington bike paths. Don't create problems that don't need to be fixed.</p>
<p>Please kill this divisive program and move on.</p>
<p>This whole idea is very upsetting. Appreciate you asking for input. Please fix Seminary Road by repaving. But do not try to reduce Seminary Road from Quaker Lane to Howard Street to two lanes. We the citizens will fight any significant change : 1) in the court of public opinion; and 2) if need be in the courts. Thank you.</p>
<p>Don't prefer Alternatives 2 or 3 at all. Want and alternative 4 with a bike lane on an expanded sidewalk.</p>
<p>Add the improvements (ie signal phasing, etc and more/better crosswalks from 1 and 2. Need a common sense plan. We can do much better than the 3 options offered. ie, Alt 4 would make 4 lanes safer and more useable by all involved. See questions attached.</p>
<p>I would like to maximize the throughput of Seminary Rd at the AM +PM rush hours. 1. Establish rush hour reversible lanes; 3 to the east PM 3 to the west Am, 1 to the west PM, 1 to the east AM 2. Sync traffic signals on connecting streets to Seminary Rd so traffic can continue after leaving Seminary. 4. No Bike lanes 5. Increase speed limit through synced traffic signals during rush hours. The traffic problems make it easier to go to Pentagon City than to shop in Old Town. That is bad for Alexandria.</p>
<p>Your 3rd option is beyond ridiculous. Totally impractical and probably dangerous as it will invite aggressive driver behavior. it would serve the interests of a small number of bicyclists and inconvenience homeowners/residents and emergency crews. Go with Alternative 1. -Keep 4 lanes. Eliminate the widely flouted reduction to one lane at Howard by the hospital. (the 1 lane at Quaker works) -Put a stop light at Ft. Williams Parkway -find another way to add a sidewalk on the VTS seminary sidewalk going toward Quaker -No median islands: They invite drivers to speed up. -Finally, repave roads including Seminary when they need it! Don't wait until September. We pay exorbitant, almost extortionist taxes. We should have good streets at a bare minimum.</p>

If you want to improve safety at Hammond, extend the allowed time to cross. I was attending a City Council event and had 27 seconds to cross from the library. Hammond is the only location I see people crossing. Library Lane is a problem for cars coming off Seminary Rd trying to turn into the medical building. Cars going to S.R. block the entrance to the medical building. Why are we spending money to help Transurban? Why not add a few stop signs? That would slow traffic and make it easier to come from neighborhood streets onto SR. But after many years attending these meetings it's a decision already made. Broadcast all City meetings on the Public Access Channel.

The information presented by the staff is very biased. In 'Project goals' section it shows a wheelchair as the symbol of "improved mobility". Does this mean wheelchairs should use the bike lane. Further bias is shown by the concepts scoring system on a scale of 1-5. Where are the points for the opinions of the residents in the impacted area. If the residents oppose the changes, what impact does that have and how is it reflected in the total score. How does staff present resident opposition to the "traffic + Parking Board" at the June 2019 meeting?

If there was less traffic on Seminary Road, it would be nice to have the features offered in alternatives 2 +3. The volume of traffic on Seminary Rd. mandates maintaining two through lanes in each direction (alternative 1)

it is appreciated that the city wants to improve safety for all individuals, be they drivers, pedestrians or bikes. there are several places in alexandria where this is needed however, the part of seminary from howard street to quaker lane is one of the SAFEST sections of roads, sidewalks in the city. for over 46 six years i have lived in seminary ridge. i raised a family of four children and have observed the traffic and its flow and safety. i have often taken walks on the sidewalks, and driven 2 - 6 sometimes even 7 or 8 times down the road in a day. i can attest it is safe. even the city's statistics bear this out. now with the limit of 25 miles per hour it is very safe. True there is traffic, much traffic, and it moves without major incidence, and those few people who walk do so safely now. there are very few pedestrians because there are few places within an easy walk. however the existing cross walks and stop lights allow for safe crossings. i use them often and can attest to it. additionaly reduction in the number or even width of lanes will unnecessarily add to cars sitting longer on our streets and send more emissions into the air. please, alexandria, repave the section as is and spend the time money and energy on making safe the areas where there are true safety issues. please start by placing a fence between the east and west lanes of seminary slightly west of kenmore where the traffic from 395 comes in and merges with the cars coming over the bridge. in that dangerous spot I have observed a number of pedestrians crossing. on paper it may be easy to confuse the safety issues that exist near the 395 interchange with the situation in the howard to quaker portion of seminary road. we already have heavy congestion and added emissions in alexandria. let's leave this portion of road as is.

I often bike with my child from Rosemont to Francis Hammond middle school. Because of the current roadway alignment, Seminary west of Quaker is unacceptable for our use. This means we divert through Eisenhower valley and Holmes Run and face travel times about 45% slower and travel distance about 75% longer than we would have if Seminary east of Pickett felt safe!

The bike rider(s) lobby aside, what is the public benefit of making any change to Seminary road from Quaker to Howard, especially alternative 3? The whole idea strikes me as wholly illogical and a solution in search of a problem. Of all the challenges facing the city, I fail to see how this problem was prioritized such that it warranted the decision to proceed, much less the expenditure of city funds. I have lived here all my life and Seminary has been 2 lanes since I was a boy, at least as far as I can recall. Putting my cyclist hat on for a moment (I used to ride a lot when I lived in Fairlington), I am still lost as to how any of this would appeal to cyclist. The 2 end points would get cyclists what exactly, outside of riding laps between Quaker and Howard? They don't connect to anything. Additionally, what would bikers do with 2 whole traffic

lanes for just bikes? The W&OD is barely a street lane wide at its widest and accommodates bi-directional traffic. Bikes and pedestrians using the W&OD seem to cohabitate well as I can recall during peak periods of use. The feedback from the public community meeting was overwhelmingly opposed to the idea and the lack of council representation at the meeting spoke volumes, especially as it relates to the merit of the idea. As I understand it the project manager representing the city appeared dumb founded that the community might be opposed to the idea. The negative impacts of options 2 & 3 are too numerous for the purposes of this survey, but the most significant impact will be forcing cars off of Seminary Road and onto already over-crowded and unsafe city streets, namely Jordan and Duke. Has anyone traveled either of these during rush hour or Saturdays. Jordan for example has had numerous accidents that have affected cyclists, pedestrians (if memory serves me) and cars. My own car was side swiped when I was forced to stop abruptly because of an out-of-state car speeding up Jordan and obscured by the bends in Jordan between Peacock and Taney. Then there is the nightmare that is the intersection of Duke and North Jordan. Jordan was made a major connector route because of BRAC... another idea not well thought out. It's idea's like this that help me understand why Alexandria taxes are so much higher and come with far fewer corresponding public benefits and services than neighboring Arlington County offers. Makes me wonder who is responsible for developing a master plan that prioritized city needs with public benefit and who is providing the oversight to make sure it happens and the residents get the best value for their tax dollars.
The vehicular traffic is overwhelming here and doesn't provide safe and comfortable passage ways for pedestrians and bicyclists. Focus on people on foot, bike and bus over solo drivers.
I appreciate the focus on pedestrian safety, but the proposed improvements will have significant unintended consequences and downstream impacts, including for emergency response vehicles going to and from Alexandria Hospital and commuters who use I395. The City should instead focus on reducing through traffic on Quaker Lane, including 18-wheelers.
Options 2 and 3 are distant and undesirable choices.
Please do not decrease lanes and cause unnecessary gridlock. Thank you.
Please listen to the neighbors and let's talk about alternatives for bikers. I've been living in the city for 10 years and seminary is extremely important for daily commuters, especially during rush hour.
I see no need to alter what is already there.
This survey is EXTREMELY BIAS! It does not let the respondent reflect their own views--ie, in my case, I want NO CHANGES TO SEMINARY ROAD!!! It did not give me that option! The only options were three scenarios chosen by the preparer of the survey. Furthermore, I was forced to rank the three scenarios without being given the opportunity to rank my desired scenario. Reminds me of what the People's Republic of China is doing to Hong Kong residents--the Hong Kong residents can vote for their officials--BUT, the Government of the People's Republic Of China selects the slate of candidates who can run for office... freedom to vote, but only for the established/official candidates or options.
City data shows that there is a considerable amount of traffic leaving Seminary Rd at N Jordan Rd, but are not asking "Why?". Option 3 will add even more traffic to Jordan making the blind intersection at Juniper Pl even more unsafe than it is. Traffic increased after reducing the speed limit on Seminary, along with the unequal enforcement. Do not turn a throughway into a neighborhood street while allowing a neighborhood street to turn into a throughway. I also want to point out that traffic in the evenings on N Jordan backs up from Duke to past Jordan Pl. The project consultant told me that looking at the intersections with Duke was outside the scope of the project, yet any additional

<p>traffic pushed from Seminary will certainly have an effect. The City's analysis on this project is incomplete and only fits the desire of a few who own high value homes on a street they knew was a major road but don't like it.</p>
<p>Majority of traffic during rush hour are not Alex. residents and are not invested in our families or roads(Besides cutting thru) let's enforce speed limits which might discourage so many from using our roads. Most People who are cutting thru using Seminary Rd is to get to the Telegraph Exit. 2 lanes will only add MORE traffic to our neighborhood streets will not deter out of area residents to continue to cut thru. Enforcing speed limits and safe driving practices(no more cutting over at the last min) to exit Telegraph road.</p>
<p>Where is the option for NO CHANGE? Cannot offer a number for options I totally disagree with.</p>
<p>The City continues to cannibalize roadways for the purpose of squeezing in bicycle lanes. This is a bad practice. As such safety is compromised for all, and the convenience and efficiency of thousands of motorists is reduced for the sake of only a few people who ride bicycles. Seminary Road is major thoroughfare to I395 and most importantly a vital access route to a major hospital. Introducing bicycle lanes will create bottleneck problems for Seminary Road and Janney's Lane by compressing the volume of traffic which is already high. If the City is sincere about positive change regarding traffic and "safety", eliminate commercial truck traffic on N. Quaker Lane which is a 100% residential roadway. Quaker Lane has become a cut-through short cut path for heavy trucks and tractor trailer rigs, 24/7. Nowhere else in Alexandria is there a 100% residential roadway with more commercial traffic than Quaker Lane. Spend tax dollars on real improvements and leave the bicycle lanes to other communities with less serious problems. Bicycle lanes have destroyed property ownership along King Street, and Duke Street from West Old Town to the river is actually dangerous because of the squeeze put on automobiles because of the bicycle lanes. I've lived here and driven to work everyday on Duke Street for 30 years and only since Duke Street was cannibalized for bicycle lanes have I seen some form of road rage on an almost daily basis. It's just isn't worth it and the City needs to get back to running the City for the greater good not just a few. Thank you.</p>
<p>This area is already THE traffic bottleneck during commute times. Please do not make it worse.</p>
<p>One of the left turn lanes (I think at Kenmore) has a left turn arrow that only lasts about 5 seconds, and the dedicated turn lane is, in practice, barely long enough for one car. I know this is west of Howard, but this intersection is why my (admittedly non-engineer) mind favors center turn lanes.</p>
<p>We desperately need a signaled crossing at the entrance of VTS to get to the bus stop on the other side of Seminary Rd</p>
<p>N/A</p>
<p>The bus stop on Seminary and Howard is creating a hazard because after dropping off the passengers, the bus has to cross 3 lanes on Seminary road to turn left on Howard. Why? Suggestion: the bus could turn right on Howard then turn left into Alexandria hospital parking lot, drop off passengers then turn on right Howard to cross Seminary toward Braddock for its route.</p>
<p>Add right-turn only line at Seminary east-bound and N Quaker Lane. There are many, many cars that turn right to go south on N Quaker Lane and quite a few time windows they could do so if not stuck behind a car that wants to cross N Quaker. May require asking Immanuel Church for a strip of land</p>
<p>Seminary Rd is unsafe for pedestrians and bicyclists. It is a neighborhood ripe for those who want to walk/bike the area, to shop, to go to Ft Ward, etc. North Ivanhoe is the only street eastbound between N Howard and I-395 with NO dedicated left turn lane or dedicated turn signal</p>

and is very dangerous to turn left into from westbound Seminary. Is also difficult to turn left out onto Seminary from N Ivanhoe St due to oncoming traffic compounded by (when traffic clears) people turning right-on-red from Jordan St. Also there is 1 Westbound and 2 Eastbound bus stops between N Howard and N Ivanhoe -- unfortunately, bus riders to/from the Westbound Seminary bus stop DO NOT go to the intersection at N Howard to cross Seminary -- they cross in between N Howard and N Ivanhoe, sometimes waiting in the middle of the street for traffic to clear on one side. This is extremely dangerous for the pedestrians and for motorists. It is only a short half block the bus riders would have to walk to N Howard crosswalk, but they DO NOT DO IT. The bus stops either need to be moved or an on-demand, HIGHLY VISIBLE with flashing lights, crossing be installed. The road diet is highly desirable for Seminary Rd but needs to be EXTENDED TO AT LEAST N JORDAN and really to N Pickett to be fully effective. That will tie in to whatever improvements will be done between N Pickett and i-395. Why in the world would you stop the road diet at N Howard? Then Seminary goes back to two lanes each way that will encourage drivers to speed up (they already speed along the entire length), through a NEIGHBORHOOD of HOMES and right as they are approaching a congested area that includes a fire station, a school with LOTS of students walking (even up past N Ivanhoe), a library, a medical center, and shopping center??? It makes no sense to stop the road diet at N Howard ... it must be continued to N Pickett and tie into improvements between N Pickett and I-395. This area between N Howard and I-395 is an ideal place for the community residents to be able to walk/bike to the library, school, medical, shopping, etc. I am not able to walk to Ft Ward from my home because even the tiny half-block between N Ivanhoe St and N Howard is just too crazy with vehicles speeding... nor am I able to walk to my in-law's home in Vauxcluse on N. Gaillard Street -- a lovely walk except for the crazy fast traffic on Seminary Rd -- eastbound on Seminary between N Ivanhoe St and N Howard St is where the road curves for the right turn lane onto N Howard toward the Hospital, and vehicles -- including large busses and trucks are whizzing by pedestrians with only a few INCHES between these fast-moving (usually speeding) vehicles on a curve and the pedestrians on the sidewalk. Furthermore, the right turn lane between N Ivanhoe St and N Howard St is often blocked by people trying to merge into the middle through lane... and many vehicles simply don't turn right but proceed through the intersection from the right lane (making it dangerous for drivers proceeding from the center through lane who want to move into the right lane on Seminary past N Howard -- which the right lane becomes the through lane by the time you get to Quaker. Also, it will be confusing to drivers to go from one through lane Quaker to Howard, then be presented with two lanes each way to i-395 (which DEFINITELY will encourage speeding, again, in a highly desirable area for walking/biking and congested area). Seminary Rd should be a one-through lane with dedicated turn lanes the entire length. Please move forward with implementing the road diet along Seminary Rd westbound from Quaker Lane but please extend it to N Pickett St on the westbound side. THANK YOU (from a born-and-raised Alexandrian!)

Please listen to the majority of your citizens and taxpayers who do not want more bike lanes that are not used. A road diet is not right for Seminary Road.

I am a pedestrian. Walking is my gym and I do it every day. In general, we need to train motorists that they do not own the road. I am also a driver and have no intentions of taking anyone's car keys away. As they taught us in kindergarten, we must learn to share. I can't tell you how many times a driver has whipped around the bend without looking, looks the wrong way and doesn't see me, habitually disregards No Turn on Red When Pedestrians Are Present or looks down at his cell phone. I like to joke (it is no joke) that when I am crossing the street, I am hyper-vigilant because one of us has to be.

I have not voted in #12 because I oppose all of the proposals. I favor no changes to the current arrangement on Seminary Rd.

Please consider the nightmare that will exist with Patrick Henry/Douglas Mcarther Swing space change. We will be a large parking lot for bikers who refuse to follow the rules of the road.
This section of road is already terribly backed up for many hours a day, with all four lanes open. It has taken me nearly 15 minutes one time to turn left out of Key drive onto Quaker, then immediately right on to Seminary then immediately left again into the Immanuel Church on the Hill parking lot!!! I often have trouble leaving the church parking lot because of all the cars backed up to nearly Ft. Williams Parkway, and it's dangerous to pull out into the left hand lane to make a left-hand turn onto Quaker because of reduced visibility because of the long line of cars in the right lane headed to Quaker. Adding bike lanes is a terrible idea on such a high volume trafficked road. I'll never be able to leave my street safely during busy hours.
We need safe bike lanes on Seminary Road and Alternative 3 is the best and safest option for cyclist.
You just spent money on the 395 interchange, the Mark Center is a large employer with both private cars and bus transport. Commuting in to the Mark Center as well as the rest city is vital. The bicycle plan seems to punish all residents who must commute outside Alexandria, as well as people who live outside Alexandria and commute in.
It needs paved and should keep all the lanes, traffic has increased because of the DoD/BRAC and its 64,000 employees has made Seminary a nightmare for locals; reducing lanes will only make it worse. Seminary is now a major traffic flow for Maryland drivers who hop off/on at Telegraph Rd. This will also impede Emergency vehicles for the Hospitals for local Residents.
Cyclists should use the sidewalk. It is ridiculous that they have taken over the main roads in Alexandria. If they use the road then they should pay personal property for their bike to cover the cost of the bike lanes. I drive King street and Russell often and rarely see cyclists. It was a huge waste of tax payers money to make the changes in those roads. Spend our money elsewhere.
Thank you for doing great work! Safe streets are so important to me as a pedestrian, bicyclist, driver, and public transit rider!
Bike lanes are absolutely unnecessary for Seminary lane. Reduce the speed limit and that it is it.
The traffic issues on Seminary seem to be in the areas West of Howard St. Not in the Howard to Quaker area.
I feel that there is other problems in this city to spend money on to fix. Many of these options will make it worst rather than better.
we need in Alexandria higher speed limit and avoid traffic jams
We need to end the grip of the bicycle lobby on city council. The citizens of our neighborhood are already living with the consequences of the incredibly poor siting decision of the BRAC commission. Narrowing Seminary will only impede traffic, create hazardous situations for ambulance patients transiting to the hospital, and make a frustrating outcome more so. I oppose changing the traffic lane patterns on Seminary.
There is no need for change. Especially when Seminary is a primary access route to the hospital and for emergency vehicles. With the anticipated growth of Alexandria over the next few years, we need more ways to move traffic, not inhibit it. Finally, if speed on Seminary is an issue, do the City did on Quaker Lane - add regular police radar checkpoints. It's worked on Quaker.
North Howard seems to get much more traffic at rush hours, esp the evening. I assume this is cut-through traffic that now routinely blocks Loyola.

<p>While I did not initially see the need for the recent changes made on King Street, they have made a tremendous improvement in safety and the efficiency of traffic flow. I appreciate all of your efforts to make our community safer and to support non-vehicular modes of transportation.</p>
<p>This questionnaire (and project proposal) is too narrowly focused. The survey / proposals only focus on Seminary Rd. However, as a nearby resident on N. Early St., we recently received increased auto / bus / truck (even though it is a violation for trucks) traffic with the redesign of N. Van Dorn st. My concern is the traffic will reroute through N. Early (and Braddock / Menokin) further putting residents and pedestrians in greater potential harm. Very little consideration appears to be given to nearby neighborhood impacts. Children walk to the schools nearby but safety on Braddock and N. Early has diminished. Please consider how nearby communities and streets are impacted.</p>
<p>Leave everything alone ! Nothing is broken! Vote no changes anywhere!!!</p>
<p>I don't have faith in Alexandria city to actually listen to the residents opinions on this matter. I also believe the city managers have already made up thier mind. People of Alexandria westerns have not forgotten about the Mark Center.</p>
<p>Do not change/reduce the lane structure of Seminary.</p>
<p>Complete the VTS sidewalk</p>
<p>No changes to north Quaker lane/ seminary. The changes made thus far have only compounded traffic and made travel horrible for those in the community</p>
<p>I believe the city should prioritize projects that would have more impact, such as North Quaker Lane, nney's Lane, West Taylor Run, Duke Street. The volume of cars are limited on Seminary and are devastating on West Taylor Run. Resources should be allocated to solving those programs rather than those dictated by a strong civic association.</p>
<p>A road safety professional who resided in Alexandria until December 2018, I am dedicated to the city's safety and very familiar with Seminary Road. I serve as the Director of the North American Office of the FIA Foundation, an international organization dedicated to safe and sustainable mobility. I have expertise in improving road safety for our most vulnerable road users - children, older persons, pedestrians, and cyclists - particularly through Safe Streets. Road crashes are the leading cause of death for those ages 5-24 in the US, but Alexandria can play a role in reversing that epidemic. To preserve its commitment to safe streets, it is imperative that the city choose option 3. For drivers, option 3 will help reduce the risk of head on or T-bone crashes, which are often fatal. Examples from other cities (and a similar 2016 project similar to King Street between Chinquapin Drive and Janneys Lane) show that the other two options are dangerous and place vulnerable road users at increased risk of injury and fatality. Investing in this road layout now will save health and economic costs in the future. Most importantly, option 3 will help cars slow down, as signage, education, and enforcement alone do not suffice - while decreasing travel time by only a few unnoticeable seconds. It will also encourage public transit, making Alexandria a greener city. By following this international best practice, Alexandria can help show that it cares more about saving lives, and less about saving just a couple of seconds on a commute. Please Alexandria, continue to be a leader and prioritize your people.</p>
<p>Do not reduce number of lanes. This will increase traffic congestion in Alexandria, adding more time to our commute</p>
<p>We need to improve the seminary kenmore area especially the exit from 395</p>

As a senior citizen, I have great concern that reducing vehicular traffic lanes will cause congestion on roads in an area where it is already difficult to get around. Furthermore, adding bicycle lanes and reducing lanes for vehicles is its own form of discrimination. Many long-time citizens and tax payers in the community this will affect the most do not have an option of riding a bike due to age or physical barriers. We need to drive to the doctor on Kenmore or to the hospital and slowing traffic on this critical corridor could pose its own community safety risk.

paving/traffic patterns for Seminary Road east of Rt 395 should match those for King St east of Quaker Ln

I am supporting maintaining the road as it is. I see so few pedestrians and rarely a bicycle. Given the amount of traffic, given that Patrick Henry School is going to be a swing space (more school buses on the road), and given that the Mark Center is opening 1,700 new parking places, I believe that taking away lanes is not the best choice. I work at John Adams on Rayburn Ave, and travel from Rosemont Ave to King St to Janneys Lane crossing over to Seminary Road, and in my humble opinion, the most dangerous area is at Kenmore and having people running across all the lanes from the high rise to get to the bus stop at 4600 Kenmore. I am afraid someone (else) may be struck and killed. The best safety measure the city should take is to put up a fence (like on Duke Street at the library), and to build a safe pedestrian overpass. (To be clear, the runners are not using the intersection at the FCH and the Burke library, but are running across where the bus stop is and westbound Seminary becomes 4 lanes.) I also have suggestions for the intersection at Seminary Towers and the hotel, but I will stop here!! Please feel free to email or call me (703-728-8148) if you want my ideas. I have had over years several calls with Maha (spelling?) who is a great traffic engineer! Sincerely, Nancy Runton

There should NOT be any changes to Seminary Road. At the St Stephen's community meeting, there was an overwhelming support to leave Seminary Road "As-Is"!

Staff seem to have developed alternatives without taking into consideration the realities of traffic on Seminary Road, current and future development, presence of the Alexandria Hospital, and the current dearth of alternative uses. For example: 1. Current capacity is strained: Traffic is regularly backed up on Seminary Road westbound in the morning rush back to St. Stephens Road and even Temple Beth El as a result of the intersection of uncoordinated traffic lights, BRAC, Hammond School etc. 2. Future Capacity Requirements Have Not Been Modeled/Considered: Staff indicated at the last public meeting that they had not considered and evaluated future traffic demand related to expansion of the hospital, redevelopment of Landmark, and continued development of high density elements along the Beauregard corridor. Reducing capacity on Seminary Road given these expansions in demand seems counterproductive. 3. Hospital/EMS Considerations Have Not Been Considered: Staff also indicated that they had not considered the needs of EMS and Fire Dept for access to Alexandria Hospital and how reductions in lanes and other changes along Seminary Road would lengthen response times to emergencies for Engine 206, Rescue 206, and Medic 206 throughout their response areas. 4. Seminary Road Is a Major East/West conduit through the City: Whether people like it or not, development decisions by Council have resulted in Seminary Road (along with Duke Street) becoming major east/west arteries for commuters to and from the West End and other locations throughout Northern VA and DC. The only way to prevent that through traffic is to close the roads entirely or make them so congested that commuters are discouraged and local residents suffer the consequences. 5. The West End is not Old Town: No matter what changes are made to the road system, this area of Alexandria will never be the walkable district that Old Town is. Shopping, library, post office, etc require the use of a car. It is unreasonable to ask someone to walk a mile or more to Safeway and then a mile home with multiple bags of groceries, particularly senior citizens. 6. Bike Lanes: The addition of bike lanes seems determined to reserve a significant portion of the existing road bed for bikers who seem to be a figment of someone's imagination. After 26 years of living in this

<p>neighborhood, I believe that I have seen less than 100 total bikes on Seminary Road in that time....as compared to the thousands of cars daily. Finally, the City has already reduced the speed limit on Seminary Road (And North Quaker Lane) to 25 MPH, which has not been statistically demonstrated to have improved safety, but has demonstrably increased congestion and improved city revenue from traffic tickets. Honestly, the best choice here is to just repave Seminary Road (long overdue) as it exists today since each of the alternatives seem destined to reduce volume, increase congestion, and solve problems that no one has established even exist.</p>
<p>I only voted for alternative 1 because there was no option to vote, "no change". I do not believe we need to change the roads to allow for bicycle traffic when I never see any bikes on that road. It's similar when the lanes were changed on King street. I would drive our children to school every day and never saw a bicyclist. Our city needs to do what's right for the majority of people and not the minority which in this case is bicyclists.</p>
<p>You all sold out on the Frack building. Way too much traffic and now to try to add bike lanes? Get over yourselves. Almost no one bike rides anymore and certainly not up and down Janneys!</p>
<p>I can't make sense of this. I can't see it</p>
<p>Traffic flow is critical to quality of life for all Alexandrians. Pressure is building intensely with every condo, apartment and business Alexandria approves a building permit for. It is becoming unliveable with population density increasing. Pressure must be acknowledged to keep roads as wide as possible to accommodate at least four lanes of motor traffic.</p>
<p>Get rid of bike lanes. Use sidewalks!!!!</p>
<p>Please be practical and reasonable in making this decision. This community needs to be more realistic about the increasing number of people and therefore cars. Limiting main traffic arteries really doesn't make sense. Pedestrian safety and signal timing would certainly be priorities in my mind. Thank you for your consideration.</p>
<p>It's not broken. No need to fix it.</p>
<p>Extremely pleased with king st reconfiguration. Lower speeds, safer ingress and egress into/from driveways, safer pedestrian crossings and space buffer between traffic and sidewalks. Think Seminary Rd would likewise benefit from adoption of Option 3</p>
<p>We do not need any more bike lanes that barely anyone in Alexandria City uses. Stop changing things. Every time you do, you fail and traffic gets worse!!</p>
<p>There is not a need for bike lanes on this road! I am on this road nearly every day and almost NEVER see bicyclists. Build sidewalks on the north side of the street. Enforce the speed limit. Enforce pedestrians crossing at crosswalks and not in the middle of the street. In addition, consider the fact the ACPS and the city are considering adding significant traffic to the street with the bussing (and driving) of students from MacArthur Elementary to Patrick Henry Elementary.</p>
<p>the city is way off base regarding bike travel changes.</p>
<p>I drive a portion of seminary daily and rarely see any bikers. An occasional runner on the sidewalks but that's it. Safety near francis Hammond school is important but no need for a bike lane. And definitely if it affects the number of car lanes. reducing driving lanes would be silly and not wise and cause more traffic backup/buildup on an already highly polpulated road.</p>

The traffic on Seminary Lane/Janneys Lane and Quaker Land is really bad. I live off of Key Drive and I can barely get out of my street during high traffic times. The light at this intersection is dangerous. So many cut through drivers get in the turn only lanes and cut over into oncoming traffic headed to Janneys land and someone is going to get killed. We need more police presence. There are kids walking home from school.
Option 3 seems more suitable to a less suvurban area, the reality is that space is limited for our roadways and the negative of suburban living is that more people drive. It would be ideal to have bike lanes but not by reducing lanes and creating more traffic and more dangerous cut through traffic.
Need to get cut through traffic heading to Maryland off Seminary altogether, clogs all right turn lanes between Howard and Ft Williams. A right turn lane at Quaker and Seminary (currently vacant land) as you head east along Seminary, would make most sense. No one that lives in this area wants Seminary reduced to 1 lane in either or both directions. That is an insane idea given the volume that exists. Thank you
Bike lanes are NOT necessary.
Today, I avoid Seminary Road when cycling to Arlington because I dont feel it is safe. I commonly bike from my home to the W&OD trail but try to avoid Seminary Road unless it is in the very early morning.
The city needs to deal with Maryland drivers headed to the IOC and creating terrible traffic issues on Seminary. Bike lanes will only make this traffic worse for daily users who live in vicinity.
The eastbound bus stop at Howard causes a lot of problems when the busses then have to cross three lanes then make a left turn on to Howard.
As someone who is at the intersection almost every day, typically multiple times a day, I believe that reducing the lanes or changing the roadway in any way would be an extreme, costly and unnecessary modification at this time, particularly since there are other less significant and less costly modifications that could be made that would have meaningful impact for traffic and pedestrians. I recognize that there is a viable argument for "you don't know if you don't try it" as it relates to the bike lanes on Seminary; however, it has been tried for the Janneys Lane (which is effectively an extension of Seminary) and it is extremely rare that I witness any bicycle traffic. Three other comments - 1) Where there is left turning traffic, but no left turn lane, traffic behind the turning vehicle immediately becomes congested in both (same direction) lanes (which emphasizes the need for 2 lanes) - constricting to 1 lane would result in longer times for left turns while increasing the risk of left turn accidents due to smaller gaps between cars associated with denser traffic, 2) The westbound back-ups on Seminary before Quaker (even with a left turn lane at Quaker) are already extreme every day (far more extensive than represented in this survey) and any change would be seriously detrimental to this already difficult situation (I am sure that it will be far worse than what is projected herein) and 3) Pedestrian traffic is pretty steady and sidewalk improvements would be beneficial. Thank you.
I know cars are necessary, but I would really like alternatives such as biking and walking.
Why is the city run by a small group of bike activists when it should be noted that the number of people cycling in Alexandria City is statistically zero? Is the city actually studying bike use vs. car use? Spending precious road money to accommodate activists is a form of corruption. The vast majority of people using the road in Alexandria are motorists, not cyclists, yet we are treated as third-class citizens and the City is practically bragging about getting rid of us. My work and health situation makes it impossible to become a cyclist commuter first-class citizen.
Speeds are too low and the lights are timed to require stoppage at each intersection rather than being in sync to move more traffic faster.

The current lane width encourages speed, lanes need to be fewer and more narrow. Sidewalks wider and more available. Need protected bike lanes.
I travel on Seminary Road frequently to visit family, head to appointments and run errands, etc. Coming from the east direction, I'm typically making left hand turns off Seminary onto Ft. Williams Parkway and other roads. Cars speed by, or speed up behind turning vehicles and then dart to change lanes - even with the reduced 25 mph speed limit - not to mention having to turn into the speeding oncoming traffic when turning left. I know I'm not alone in feeling unsafe making these turns, and feel strongly that a dedicated lefthand turn lane could alleviate these concerns. I also have major concerns about the lack of crosswalks across Seminary - there are very few, making it a dangerous road to cross for anyone. I was pleased when the city reduced the speed limit to 25 mph, but unfortunately, it's not something drivers adhere to, even with the increased police monitoring. Pedestrian refugees, bike lanes, etc. create safe spaces for those who use them, which is critical on such a busy road. Additionally, I think they would act as natural barriers to reduce speeding. I understand there are concerns from other community members about congestion, longer drives, etc. as a result of these changes. But a few extra minutes on the road is worth it if it keeps a pedestrian or cyclist protected - and alive - when they're on one of the busiest/seemingly dangerous roads in our city. Please consider Alternative 3 to make Seminary safer for ALL. Thank you.
It is important to distinguish between the needs of commuting cyclists and recreational ones. They use the roads largely at different times and their interests need to be weighted as such.
More biking lanes please!!!!
Intersection of Seminary and Kenmore eastbound is terrible. Timing needs improvement at Seminary and Pickett. Need safer crossing at Howard. I never EVER see bikes on Seminary. I've lived in the neighborhood for over 40 years. I don't think it needs bike lanes. Traffic backs up so bad in the mornings on Seminary. Don't reduce the the number of lanes. There are better ways to slow traffic and make it safer for pedestrians.
Thank you for creating this survey! As someone who lives off of Seminary Road and uses it every day, these traffic issues are important to me. However, I am not familiar with traffic lingo, so I had to look up the definitions to a lot of terms on this survey before answering. For example, I had to look up with "vehicle throughput" and "cut through traffic" and "coordinated signals" meant.
none
Do not take away driving lanes it will exacerbate the problem. The roads need fixed, the light at picket and seminary needs to benefit the folks coming from picket. And the entire middle school drop off needs totally revamped. the parents dropping of their kids have almost run over my two toddlers several times--they drive on the wrong side of the road among other dangerous things. fix that, don't make hard-working taxpayers that live on and off seminary suffer for unneeded and unsafe bike lanes. you've heard from firefighters, they don't want them and your police officers are too afraid to tell you they don't want them in fear of losing their jobs. bike lines on one of the busiest routes to everywhere in alexandria is NOT the answer--listen to your citizens not the money making transurban and bike lobbyists that don't even live on or near this road. we have children to take places, sick parents to take places. don't take away lanes.
Please do not add bike lanes that mix with vehicular traffic. It is extremely unsafe and is proven by many studies that are much more comprehensive than this small study on a short section of road.
Increasing modeshare for bikes, pedestrians, scooterists, and transit users should be the highest priory for Alexandria.

Consider traffic impacts on Braddock from this change and reduce speed limit on Braddock as well. Add signalized crossing at Kenmore to benefit pedestrians and transit.
I don't understand what problem you're trying to "solve"
The issue with reducing Seminary Rd is that you push more traffic into the neighborhoods. Additionally, with MacArthur ES sending it's students to Patrick Henry, the additional traffic associated with this move only makes the traffic situation worse. Alexandria needs to come up with a better way of handling through traffic. The BRAC project at Seminary RD and I-395 has made Seminary Rd traffic worse. Making Alexandria a Gated Community would be the best option!!!!
Concerned about additional traffic with re-location of MacArthur School
Improvements to Seminary Road are more needed much more west of Howard Street than the areas the city is focusing on.
Changes are needed to improve Seminary Road pedestrian and vehicle traffic west of N. Howard Streets. That area should be prioritized, not east of N. Howard.
I live on N. Ivanhoe between N. Howard and N. Jordan (West of N. Howard where no improvements will be made to Seminary and the stretch between N. Howard and 395 is an insane mess!!!!) I'm angry that no improvements are being considered for that stretch when it is one of the worst sections of Seminary east of 395. People walk on that stretch of Seminary ALL THE TIME, and I see the current dangers as a pedestrian and a driver daily. Traffic often bottlenecks on Seminary between Howard and Jordan streets, making it difficult to get off my street. It's impossible to make a left hand turn to access 395 during peak traffic. When leaving, I need to make a right-hand turn and drive through Alexandria to get to the King Street or Quaker Lane 395 ramps. I avoid the Seminary Road exit on the way home as well. I travel west along Seminary to get home, wait a long time to make a left-hand turn and block one of the two lanes of westbound traffic. The city is focusing on the wrong things, and I suspect for reasons that don't serve the population.
Removing traffic lanes is UNACCEPTABLE; we fought too long to get four. There is INSUFFICIENT bike traffic on Seminary, virtually none. This must go to City Council! President, Seminary West Civic Association, resident for 68 years.
From a traffic flow perspective the backup that occurs on east bound seminary is the worst. It seems to exist all the time. Would like to see actual protected bike lanes rather than what is on king st.
This will improve safety on our roads
I do not support reducing the number of driving lanes as has been done on King Street.
I wish the speed limit was higher.
My son goes to hammond !! He almost got run over due not to signals !! So people drives over 50mph. I walked him one day and almost got hit by a bus when i crossed the st .. instead of apologized the driver screamed at me and my son ! No one also is helping the kids to cross the st safely as usually schools have !! Adding a bike trail will make things worse in this area
Seminary is fine as is from Pickett east. Dropping the speed limit and now this seems a little over the top just to make an idyllic neighborhood for the well heeled.

At the end of the day the real problem is that people from other areas use North Quaker and Seminary to cut through to Duke street and the beltway. Until we effectively decrease the capacity of these roads, and make it more difficult to drive through we will be faced with traffic created by individuals who do not live locally.
To be consistent with Alexandria's Vision Zero policy, you must build infrastructure that supports safe and comfortable biking, walking and Transit. As long as driving is the fastest and most comfortable option, that's what people will choose and more people will be killed or seriously injured on our roads.
Stop cut through traffic, fort Williams, North Quaker, seminary and Trinity are being abused for cut through traffic. I can't even take my kids trick or treating on Trinity bc people are driving too fast and reckless.
What is wrong with city officials?? Bike lanes?? These are not commuter friendly. People have to get to work and not biking. The only people who bike to work are single young men!!! The same city officials who allowed the Mark Center expands Hammond Jr High sell out to Amazon now want to turn Seminary Road into a bike trail?! If speed is a problem enforce the law don't add even more time to my commute. But yes add bike lanes at the same time Metro is shutting down until September. Does any body at city hall look at the big picture. Please STOP. My commute to
Only when bicyclists are taxed like motorized vehicles are for their use of roadways should design options including exclusive lanes for them be considered.
We are retired, so as much as possible we avoid driving in the city during rush hours. One of the WORST things the city has done to western Alexandria driving was to reduce King Street from 4 lanes to 2 lanes between Quaker Lane and Janneys Lane AND at the same time reduce the speed limit from 35 to 25 mph. Drivers routinely exceed the speed limit or line up closely (sometimes it seems threateningly) behind us as we stay within posted speed. We have been passed several times by drivers who decided to speed around us illegally. Two times in the past year drivers who had followed us driving East on King finally passed us AFTER the light turned red at King and Callahan. At least with 4 lanes they would have sped by earlier in relative safety. Police sightings on this strip are uncommon. Seminary Road must have traffic volume comparable to the referenced section of King Street. And you know the Seminary traffic does not stay within the speed limit. Also on this section, police sightings are uncommon. How about better enforcement to reduce speeding? Was that considered? I cannot believe the forecast of such miniscule delays resulting from your plan. Plus what happens when you stop a speeder or someone has an accident or breakdown and a lane is blocked? I cannot imagine how insane backups will be if Seminary Road is reduced to 2 lanes. As for bicycles on Seminary, they are rare. Why not keep Seminary 4-lane and give the rare bicycle the R lane as needed. That seems to work on Braddock Road in both directions between Quaker Lane and Van Dorn. And King Street should be reverted to that model. Squishing 4 lanes down to 2 lanes will not ease traffic. If that theory is proven why weren't 2-lane roads suitable everywhere? Is Duke Street next? Look at more city street insanity; consider how the driving lanes on Prince Street have been squished from Daingerfield Road toward the river. Plus parking lanes have been reduced in width; now a significant percentage of parked vehicles have wheels in the traffic lane. And drivers or passengers exiting on the traffic side have no room to exit their vehicles. Leave Seminary Road alone, just repave it and keep it repaired.
No bike lanes

Speeding is out of control on Seminary. Drivers are crazy and they just don't care because they know the police don't patrol it. It's not safe to ride bikes. Additionally, most drivers are playing with their phones and distracted. It's a very dangerous road for anything but cars and even dangerous for cars since no one seems to care how fast they're going or how distracted they are.
King street should be next!
I like to cycle to/from work and the small portion of travel required on Seminary Road is extremely hazardous. I feel like I'm risking my life! Further, it is extremely unpleasant even walking along Seminary Road due to the excessive speed. PLEASE calm our street and make our neighborhood safe to live in!!!
Absolutely against 1 lane east with two west. Guarantees increased neighborhood traffic between Seminary and Duke (Pickett and Pegram to Taney as well as Jordan to Duke). One lane in each with separate bike lanes (with heavy enforcement against cyclists outside those lanes) or keep the existing two lanes in each direction. Also add bollards to prevent cars from Kenmore cutting across Seminary to turn left on Library Lane.
We keep adding multi residential homes in former commercial areas. It would be fantastic if we could accommodate more for public transit and bike use. Especially if Alexandria is going to claim to be "Eco-friendly" accommodating for more cars isn't Eco friendly. Nor does it make it possible for people who want to be eco conscious. You also need to address over crowding in schools, but that's another topic, but it still has to do with putting multi residential homes in former commercial areas. Potomac Yards, Pickett street, and soon landmark? It is paramount to accommodate for all these people in an eco friendly way. Now and for 30 years down the line.
I bike and walk in this community, and have done so also on the west coast in Northern California, Oregon and Washington. One striking difference between here and there is that in the West, in my experience, the car driving culture respects cyclists and pedestrians. Cars stop at crosswalks when pedestrians are clearly waiting. Here cars don't usually stop at crosswalks (even the ones with flashing lights) unless pedestrians take the risk of stepping into traffic in front of them. Drivers in this area get away with being way too aggressive in general.
Repave and leave Seminary Rd alone.
The speed has been reduced enough. 25 mph is slow for a 2 lane road. The streets in Alexandria are in horrible shape and need to be repaved and kept up with much better. The kids at st Stephen's the upper school are the ones that speed around the neighborhood.
Please make biking safer. It reduces global warming and is better for people. And more fun than cars.
No bike lanes, I hardly see them ever being used in any place and when I do see bikes, the bikers have no respect for the rules of the road (running stop lights, stop signs, turns, etc.)
The bike lanes on Van Dorn have increased commute times, and I never see anyone use the bike lanes. I would hate to see two more lanes disappear for bike lanes that are rarely used.
Seminary is a main road in and out of Alexandria. Narrowing the road will lead to greater traffic congestion.
Seminary is the perfect road for a diet. The portions east of Hammond Middle are so low-density that transit isn't great there, so we don't need to put bus lanes in. However, traffic is way to fast on it, and the current road encourages reckless driving. I regularly run on it and use it (driving) to get around town, but I would never bike on it--and I love biking! Protected bike facilities on Seminary would allow people to bike to Fort Ward, connect to the Janney's/King St lanes, and bridge an important gap--without creating a traffic nightmare. I currently live off King,

<p>and although I have only lived in Alexandria since summer 2016 (after the road diet), I have never experienced bad traffic along it. The road diet works, and it allows me to bike when I can't take the bus, saving emissions. Please, please help us move to a cleaner, safer, more pleasant future by choosing option 3! Even better, consider making the lane on Seminary a protected lane.</p>
<p>Alternative 3 takes highways back to the middle '50's. Bicycles do not need set aside lanes (and I am a biker)</p>
<p>Please stop destroying the quality of life in Alexandria by creating dedicated bike lanes that are almost NEVER used. Just put in sharrows and a crosswalk where needed. We can accommodate bikers without reducing capacity, increasing congestion, creating gridlock, and building huge lines of vehicles at the schools and intersections during rush hours. We live in an urban area, and we need capacity, not severely underutilized bike lanes that ultimately end after 1 mile anyway. Misguided and illogical. Help keep our quality of life by allowing the 99.7% of folks who use vehicles to continue to do so. PLEASE!!! Stop putting the desires of the vocal minority of bicyclists over the legitimate NEEDS of the vast, vast majority of citizens who disagree. That is not Democracy. That is abuse of power. You are public servants. Please serve the public. Thank you for listening.</p>
<p>This is very important so that a 12 year old is able to walk/bike safely without getting hit by a car. I am a 12 year old</p>
<p>Don't change the lanes. There is nothing between Howard and Quaker to take public transportation to and traffic will be backed up even further at Quaker. Bad already.</p>
<p>There is very little pedestrian activity in this corridor (other than directly across from Hammond), I'm not sure why the speed limits needed to be reduced from 35MPH to 25MPH. One possible suggestion I have is that I believe traffic flow would be improved if a portion of the south west parcel at N Quaker & Seminary could be acquired to put in a right turn only lane. A very high percentage of traffic flow from East Bound Seminary turns onto N Quaker Lane and it causes very long back-ups at rush-hour.</p>
<p>My wife and I have lived 2909 King Street since 1978. We applaud the new lane configuration instituted a few years ago between TC William H. S. and Quaker Lane. We like the lower speed limit, the bike lanes and more visible pedestrian crosswalks and islands provided. All aspects of King Street in our vicinity are safer, by far, in our opinion. The "new" configuration on our street is similar to option 3 proposed for Seminary road and did not result in an appreciable increase in travel times. We think most users of Seminary Road will like Alternative 3 eventually if not immediately.</p>
<p>I vote to keep Seminary Road lanes the same. The speed limit was already recently reduced. One eastbound lane would be problematic because of the very long back up at North Quaker in afternoons and early evenings. I and many others turn left on Quaker every day during that time, but would have to wait in the long line until could move over to left turn lane, creating longer backups. Should have 2 Eastbound lanes between St Stephen's Road and Quaker.</p>
<p>There needs to be a turn lane added no matter what is decided. The fences and shrubs blocking the view turning from St. Stephen and Fort Williams on to Seminary need to be removed or moved back the proper 10' easement so you can see to turn.</p>
<p>Speeds do not need to be reduced any further on Seminary.</p>
<p>Seminary Road is already too crowded. To take away any lanes would make it even worse. It's a very BAD idea.</p>
<p>See email with info for this question. Incorporate in response.</p>

<p>Seminary Road is an important road to the flow of traffic in the Alexandria commuting area. It is an overflow road for the inevitable traffic backups that occur on I-495, Duke, King Street, and the George Washington Parkway. The Northern Virginia area is a high traffic area. Anyone who chooses to live here must fully understand that fact. No man is an island unto himself. If anyone wants private, two lane roads they should consider living elsewhere.</p>
<p>Reducing these main roads to one lane all around our home are creating massive traffic nightmares for things like school drop off and neighborhood activities. PLEASE DO NOT DECREASE THE LANES. There are hardly bikers on these roads. a</p>
<p>I am very opposed to reducing the number of lanes on Seminary Road. Doing so would greatly impact travel time for my neighbors and me. Based on where I live, I am dependent upon the ability to travel in and out of my neighborhood (Seminary Ridge) via Seminary Road. I believe that option #1, Optimizing the Existing Layout, is the most reasonable solution. Thank you for considering my input.</p>
<p>What about putting both bikelanes on ones side and protecting them with a barrier</p>
<p>My husband, Eldon Boes, rides everywhere in the City, helping with bicycle classes in schools, running errands, etc. Some of his travels take him into the Bradlee and the Seminary Hill areas. I just want him to be able to ride more safely. He avoids Quaker and Seminary most of the time, but has to use those streets sometimes. He reports that the changes on Upper King were major safety and comfort improvements for cyclists. We hope the same can be done on Seminary Road.</p>
<p>PLEASE do not reduce the number of lanes on Seminary from Howard to Quaker. The traffic at rush hour on Janneys Lane is already miserable and gets extremely backed up. I avoid leaving my street (the one way part of Old Janneys Lane) if I can during evening rush hour. It's nearly impossible to make a left turn onto Janneys heading west from my street around the 8 am timeframe due to school traffic and again between 4:30- 6 pm. For once, PLEASE LISTEN to the residents who live in these areas!</p>
<p>Reducing lanes would increase traffic congestion for families who do not have alternative means for transporting children to and from school/daycare.</p>
<p>I'm very much in favor of making Seminary Road more like Janney's Lane.</p>
<p>Please make this street safer for the most vulnerable road users rather than giving all available space to cars.</p>
<p>I bike 80 miles a week. Bike lanes are very important to me.</p>
<p>2 and 3 are both least preferred. Seminary needs more traffic space, not less.</p>
<p>Reduction of traffic lanes on Seminary will likely severely affect smaller neighborhood streets, as crowded arteries push heavy traffic into neighborhoods. That would be disastrous to an already stressed traffic situation in Central Alexandria.</p>
<p>There needs to be a "no right turn on red" designation at the corner of Janneys Lane and Quaker Lane. During the day it is getting more and more difficult to exit and enter Key Drive from Quaker Lane. Just the normal Quaker Lane traffic keeps getting heavier all the time. The situation is aggravated all the more by the people turning right on the red light at Janney's and Quaker.</p>
<p>We love to walk and/or ride our bikes with our 2 boys (Ages 7 and 5) between our home, Fort Ward Park the Library, Beth El, and St. Stephen's upper school and middle school. It can sometimes be a nerve-wracking experience given the lack of buffer between the sidewalks and the road. Anything that can improve this buffer would be very welcome from our perspective. Thank you, Maureen Japha</p>
<p>Need more bikers - fewer cars!</p>

Reducing the number of lanes to two will only increase vehicle traffic, causing more frustration and increasing accidents. Please don't do it.
Any option that continues to have two lanes of traffic flowing in either or both directions is not safe and allows the very dangerous behavior of switching lanes quickly.
Please focus on lowering top speeds of vehicles between Quaker and Howard. This section is very intimidating as a pedestrian.
Addition of bike lanes on King St has not negatively impacted traffic flow, and benefits both pedestrians by providing a buffer and those who feel safer biking in their own lane rather than sharing with traffic that can at times be very high speed. If no buffer is provided for bike lane, suggest posts to prevent illegal parking and reduce speeds, improving safety
I feel 4 lanes for traffic are necessary on Seminary Road.
I strongly oppose reducing the lanes from 4 to 2 - it would create enough of a choke point that I would consider relocating from the area to maintain quality of life
Lowering speed limits have not helped. Narrowing roads in other areas of Alexandria for bikes haven't helped either. Not sure why the City believes altering a major road will help with traffic. Expand the existing bike trails rather than altering roadways.
Moving commute to 395 gets really congested/dangerous for pedestrians. The turning right only lane creates congestion and confusion by Ivanhoe. An extra lane at quaker lane would be extremely beneficial. Bike lanes on both sides which are not traffic lanes will help.
Pedestrian and bicycle safety remains a high priority for me and a continuous challenge as I cars routinely ignore pedestrian crossings and fail to provide cyclists the mandatory space when passing
The situation at 4560 Seminary is extremely difficult. Feel unsafe on sidewalks, while crossing Seminary and North Pickett. Traffic volume is too high, too much pass through traffic. Tons of Md. plates. Speeds are excessive, especially in front of our house because cars carry great speed from 395 eastward. Frightening traffic for pedestrians in front of Hammond and around Kenmore Drive. Something has to change.
As a resident who has attended all of the ACPS meetings regarding the Patrick's Henry Swing Space, I am seriously concerned about the reduction of travel on Seminary causing increased traffic in my neighborhood. The reduction of driving lanes for bike lanes is absurd. I have no idea how many bike riders are demanding this but the reduced flow of vehicles would only congest an already busy street and create significantly more traffics for residents who just want to get to/ from work and home as well as around the community. ACPS didn't listen to the community when approving the swing space but I am hoping the city listens when we say we DO NOT want Seminary road to be reduced from 4 to 2 lanes to accommodate bikes. Encourage bike riders to use the paths or broaden the side walks to include space for both pedestrians and riders. Safety is key but narrowing an already crowded street is absurd!
Stop choking traffic and telling us it's better! I doubt Republican city council members support this nonsense.
Improve pedestrian safety!
As I mentioned above, I support the plan that can be justified with solid data. As a city, we have no problem "studying a plan", "forming a committee", "seeing what the data says" when it comes to our employees asking for fair pay, or when something will cost the city money. The same should go for all plans. Public input should be respected, honored, and considered. And if the decision goes against the majority of interested parties, the City should provide a thorough explanation of why, and provide relevant facts and data, not just convenient stats skewed to support the narrative that the City has chosen. None of the plans that you have presented offer a solution to our children walking

<p>to Minnie Howard. None of the plans you have presented offer a solution to bus riders jay walking at Seminary and Howard. Do your due diligence, just as when you do when your Police Department, Fire Department, Sheriffs Department, Rec Department ask for fair and comparable pay.</p>
<p>Not a bad survey, but recommend encourage people to read a little advance material to understand the safety benefits for all users in changing Seminary to be more like the fixes to Upper King Street.</p>
<p>I would prefer the Seminary Hill alternative in lieu of the city's three proposed alternatives. I am not in favor of adding bike lanes that mess up traffic and are not safe. I am in favor of increased speed reinforcement as has been done on Quaker Lane.</p>
<p>Traffic speed has already been reduced from 35 to 25. Choking throughput further will make it increasingly difficult to get from our home off of St. Stephens to 395.</p>
<p>Please do not reduce the number of lanes on Seminary.</p>
<p>Seminary Road should be left as is. I am all for safe bike travel but I have lived in the West End for more than 40 years and have never seen enough bike use to warrant eliminating auto lanes on a heavily traveled road like Seminary. It will create more traffic problems and is totally unwarranted. I am strongly opposed to the proposal.</p>
<p>Significant revisions to Seminary Road will add to congestion on Van Dorm and Duke Streets. Seminary was intended to be a main thoroughfare. Reducing lanes on Seminary will choke off central/west Alexandria from DelRay/OldTown. First, work on the King/Braddock/Quaker intersection and have ACPS keep the TC Williams students on campus. Throughout the day, they disregard the lights at that intersection. That is a tragedy waiting to happen.</p>
<p>This is an important thoroughfare and shouldn't be changed.</p>
<p>Please see letter from Seminary Ridge Community Association to city council -- no alternative is acceptable for this one mile, low KSI part of Seminary Road. The seminary road complete street project provides little impact analysis on cut through traffic chnages, 395 Transurban analysis, bike lane usage or pending changes to bus routes. Please use these city resources in higher need areas until further study is done and do a simple repave (no changes) to this one mile until radical changes are a verified/demonstrated need. This car based, residential section of Alexandria is safe and works well relative to other comparable roads and it is not like Old Town or Del Ray in terms of development. Let the city have different pockets of life style instead of one size fits all -- it will give it character in the long-run. Bottomline: enforce speed limits on Seminary at a higher rate and help our neighborhoods reduce cut through traffic without constraining our own access and movement for rare bikers and walkers (see Janney's and King street data). There is much more to add -- feel free to call me at 703-571-2534 during business hours.</p>
<p>Traffic down Seminary would become extremely congested should we reduce the number of driving lanes. We anticipate additional traffic on Seminary with the proposal to use Patrick Henry as a swing space for Douglas MacArthur. In addition, the city has not provided buses for our Minnie Howard students, creating a unsafe walking environment for them, forcing parents to drive their kids to school. No intersection help at Seminary and Howard would make that a safe route to school with the number of cars on Seminary. Reducing the lanes only amplifies the issue should that road become more backed up during rush hour. I implore city staff to take a step back and evaluate ALL of the transportation and traffic issues being communicated by residents of the West End and take our concerns and feedback seriously.</p>

<p>The slide presentation shows about 20,000 vehicles a day but there is no estimate for the number of pedestrians. That would seem relevant to the extent there is a trade-off between serving pedestrians, bikers, and motorists. Likewise there is no aggregate measure of the additional time drivers would spend in transit each day, which would seem to be the greatest cost of proposals 2 and 3. Slide 10 says crash injuries have been reduced by the reduced speed limit but that slide also says drivers have not reduced speed in accordance with the reduced speed limit, which seems to be a contradiction. Also, the crash numbers on Slide 9 and 10 are different and it isn't clear why. I didn't see an estimate for the number of crashes these changes are expected to save, but reducing accidents is given as a major justification for the project. Slide 10 says there were 6 accidents in 2018 and I assume you don't expect to eliminate them so I would expect projected reductions would be important to determine the worthiness of the project. Also I think your questions in #9 above are phrased to suggest the appropriate answer -- who is going to be against improved safety at a school, but there is no information about the current risk.</p>
<p>Need an intersection improvement at Echols, given it is a offset intersection that often puts two drivers trying to turn left in awkward positions that it is hard to see and often blocks a lane in each direction during rush hour. Also awkward pedestrian crossing at this location.</p>
<p>What problem that exist and is valid r u fixing pls listen to the tax payers</p>
<p>You haven't presented the support for bike lanes accept the generic City vision. How many West-end people are asking for a bike lanes? Where do they bike from and where are they going? Why do they need this route? Traffic is bad enough between 395 and Howard, which is how I get home from work. That is also where most accidents happen. Reducing lane size will compress cars, make it more dangerous, extend the commute and create more accidents.</p>
<p>Drivers coming from east bound on Seminary are still turning left onto Kenmore, clogging the intersection. Also, pedestrians are also still crossing at that same area, which is illegal. Finally, drivers east bound on Seminary turning left onto Quaker are traveling down the left turn only lane, only to merge into the right, through traffic lane. It is not uncommon to see cars make this merge in the actual intersection. I suggest those intersections be looked at.</p>
<p>Strongly opposed to narrowing Seminary Lane. Reduce traffic by rerouting Brac commuters to interstate rather than our neighborhoods</p>
<p>I oppose the narrowing of Seminary Road as part of the Alexandria Streets Program. Everytime I use Seminary Road, people are confused by the current lane change near the hospital and the different speeds between Kenmore and Quaker Lane. The ramps over 395 are scary, feel like it's a bomb area with the potholes all over. We need to keep the current four lanes on Seminary open to vehicular traffic.</p>
<p>I would urge afternoon monitoring of east bound traffic at Quaker Rd. Specifically, monitoring the amount of cars that travel down the left turn only lane, only to merge into the right, through traffic lane. It is not uncommon to see cars make this merge in the actual intersection of seminary and</p>
<p>Please do NOT put bike lanes on this road. We already have bike lanes on Braddock and King St. The West End needs easy accessibility to points east.</p>
<p>Make bicycles buy annual liscense and make bikes subject to personal property tax just like cars</p>
<p>With the construction continuing at Patrick Henry to make it suitable for MacArthur students, the city needs to make the streets in the surrounding neighborhood safer for the kids and residents. Many kids and adults walk to/from Hammond MS, James K Polk elementary school, Patrick Henry Elementary School and Foxchase Shoppes and there will be a significant increase in traffic in the coming years. We need more stop signs on Taney Ave to slow down traffic. In addition, for the kids who have to walk to Minnie Howard, we need our school bus</p>

stops back so they can make it to school safely. They have to cross Seminary Road and Braddock Road and both roads are heavily travelled when the kids go to school in the morning and later in the afternoon/early evening when they are headed home.
Change Seminary Road to stop the illegal speeding. Provide pedestrian refuge islands and bike lanes so the roadway can be used safely by all including my grandchildren that live in my neighborhood.
A woman from the City at the March meeting said there is a legal crossing on Seminary Rd. past Hammond School, where the barriers are before driving up the hill. If so, where are the crosswalk lines? People from the apartment on the south side of Seminary Rd. cross dangerously all the time.
Traffic is already congested on Seminary especially during rush hour and most weekends. Eliminating car/bus lanes for bicycles lanes is idiotic. The number of bike riders is minimal especially in bad weather. Bus routes are minimal or non-optimal. Handicap transportation is not bicycle supported.
Keep Seminary 4 lanes. It is a very safe road and to tell citizens the road is unsafe is a lie. We need the 4 lanes for the heavy volume of vehicle traffic. We do not need bicycles on the road with cars. Only a very few people are in a position to ride bikes to work. 99%+ need vehicles to transport ourselves and family members. Most adult cyclists in Alexandria are very aggressive and ill-behaved. They do not follow traffic rules. Emergency vehicles and anyone needing to get to the hospital need access, 4 lanes. The citizens of Alexandria cannot believe you are even considering reducing the number of lanes on Seminary. Repave the road as it is, at minimal expense. Do not waste our tax dollars on projects we do not want, that will create an absolute mess in our daily lives. Those dollars would be better spent elsewhere. How much was spent on this proposal already? Was it contracted out? To whom? What is their relationship to the Traffic board members? PS - Your Alternative ranking part of the survey is not working correctly. I watched several times as my #1 ranking disappeared. Also, there should have been an alternative to keep everything as is. (Alternative 1 eliminates left turn lanes at Quaker, correct?)
Decrease speed limit on Duke street as well to 25
On the West End of Alexandria City, cars remain the main mode of getting to and from our homes to work, appointments and food. Please DO NOT change Seminary Road by adding "bicycle" lanes. The majority of renters and home owners use CARS to get around not bikes!
Almost everyone exceeds the 25 mph speed limit on Seminary. A more realistic speed limit is needed. Why are you ignoring the western part of Seminary Road? I very rarely see people using the bike lanes on Seminary or on King Street. The intersection at Seminary and Library Lane is crazy with the number of people entering and exiting the Medical Bldg at 4600.
Please NO BIKE LANES or road diet! Just enforce a slower speed limit and improve pedestrian crossings. Seminary Rd is our main artery - you will force drivers onto Jordan or Pegram to avoid the road narrowing you seem to favor; that will only make for greater pedestrian risk closer to Taney and its side streets.
I am a staff member at Virginia Theological Seminary. It is very difficult for students and faculty to cross Seminary Road to get to events on the part of our campus that is on the other side of Seminary Road next to Immanuel Church-on-the-Hill. In order to somewhat safely cross, you either need to go down the hill to Quaker Lane and cross, or you need to go to St. Stephen's Road to cross. Traffic does not follow the posted speed limits. They go as fast as they want to go. Also, there is a very large problem during rush hour coming down the hill at Seminary Road toward Quaker Lane. The cars do not want to wait in line in the right hand lane to get to the intersection, so they come down the hill in the left lane at top speed and try to squeeze into a small opening between two cars in the right lane so that they can make their

<p>right hand turn or they will come down the left lane until they get to the intersection, then they sit and wait in the left lane until someone in the right lane lets them in to either turn right onto Quaker Lane or to continue going straight down Janney's Lane. It is very dangerous for everyone involved (vehicle traffic and pedestrian traffic). Something needs to be done about this. At some point this is going to cause fatalities.</p>
<p>This could potentially impact the traffic on Braddock Rd., causing more cars to use it as an alternate route at greater speed. There are more schools and young pedestrians that will be impacted by these changes.</p>
<p>Who is doing all of this darn biking to show that taking away lanes is really a great idea based on the number of cars traveling on this road? This is ridiculous! It is already crowded with the cars using the roads. The loss of any lane is way too much. Please stop.</p>
<p>Please do not change the number of car lanes on Seminary, it is barely sufficient for the amount of traffic, as is. And as Douglas MacArthur school will now be moving to Patrick Henry for the next two plus years, you can not reduce the number of lanes of traffic when parents will most likely be traveling west and east on Seminary to drop off and pick up children. Besides, we do not need to push more traffic to the already congested and over-crowded Duke street. Please reconsider adding bike lanes. I've never once seen a biker on that road — and have yet to see a crowd of bikers use the newly installed bike lanes on King Street. You've tested the community and they have not responded to your call for alternative commenting options b/c most people work outside Alexandria.</p>
<p>I would like the speed limit back to 35mph on Seminary and Quacker Ln</p>
<p>Pedestrian safety seems to be a problem on this street but there is missing sidewalks in parts and not many high vis crosswalks. before the speed is reduced, there should at least be an attempt to enforce the current speed limit. The problem is that people go 10 over the speed limit, not the limit itself and I've never seen enforcement on this street.</p>
<p>It is disappointing that this improvement opportunity is limited to East Seminary. The areas that need improvement for safety and pedestrians are west of the I-395 intersections. West Seminary really needs a safety study and some targeted solutions. Especially at the Beauregard intersection and near the apartment complexes.</p>
<p>I do not understand how you can possibly add more bike lanes. I am very familiar with this area, and not only drive daily in this area, but also jog in this area. There are so few bicycle riders compared to cars that I cannot fathom that adding a bike lane is realistically being considered. I do not believe creating a bike lane will suddenly lead to more people biking. The reality is that most people (particularly families with small children) do not have the luxury to ride bikes in commuting to work or going about daily activities. Further, with the new plan to re-locate over 700 children to Patrick Henry makes any bike-friendly plan impossible and reckless. Please stop this reckless, poorly-studied, and harmful plan for our city!</p>
<p>We need to keep it as is!!</p>
<p>What are you doing to address the immediate and long term impact of the change of traffic flow on N Howard, N Early and Braddock Road if you make these changes to Seminary Road. You have yet to address the automobile impact you created by changing Van Dorn between Braddock Road and King Street. P.S., the cyclists still use N Early rather than Van Dorn</p>
<p>Both Alternative #2 and #3 are not preferable to me at all</p>
<p>Please keep the roads as they are, and consider putting the speed limit back to 35.</p>

If you reduce driving lanes to fewer than 4 you will be making a big mistake. Don't need bike lanes. If add bike lanes much harm to traffic flow and little benefit. Not smart.
The bike lanes on King St. are a disaster. Do not bring them to Seminary Road.
Bike lanes on King have not slowed speeders and turn lane frequently used to pass. Also same volume of cut through traffic. Intersection at Quaker would be helped if there were a designated right turn lane.
While I understand the need to promote alternative forms of transportation, such as bicycles, on the very busy corridors (for example: Duke Street and Seminary Road), the danger to cyclists and drivers is too high. I would promote more bus services that carry bicycles on these busy streets. Then cyclists could continue their trips through calmer streets. The above Alternative #1 would provide more room for cars and buses.
I prefer the Seminary Hill alternative in lieu of The City's proposed alternatives
Turn lanes are fine but the turn lanes shown here with traffic turning in both directions are dangerous inviting head on collisions!
I'm not sure why the focus is primarily on Seminary Rd between Howard and Quaker. All is quiet there. We all know that the stretch between 395 and the hospital is the real ****show. The lanes off of 395 and Kenmore are a disaster, there are so many jaywalkers from the shopping center to the middle school and Kenmore apartments. The lanes drop, merges, verve, and the signage is unclear. Why the push to drop lanes in an area that doesn't need attention???
Seminary Road is a major artery across Alexandria and must remain 4 lanes throughout. Adding a new, dedicated right turn lane from eastbound Seminary onto southbound Quaker will facilitate traffic flow there and be an incentive not to cut through on the residential streets. Add a traffic signal at Fort Williams Parkway with a crosswalk signal.
More police to catch speeders. People drive like maniacs on seminary.
I am in favor of the Seminary Hill Association alternative that maintains the 4 car travel lanes but makes safety improvements with crosswalks and speed enforcement.
Please incorporate safety improvements for both cyclists and pedestrians
The comparable improvements to Option 3 on King Sing St. have been beneficial in deducing traffic sppeds without adversely affecting travel times.
There needs to be more parking at the Mark Center.
When will the express lanes open up for all drivers (not just HOV)?
I didn't know the meaning of some of the terms used. My shuttle to Pentagon City uses Seminary Road during rush hours.
I could not rank the options because I could not download the pictures on my work computer.
I am concerned that city staff have made up their mind in favor of the "road diet," and are not presenting an objective analysis of trade offs. Specifically: *On p. 8 PDF of the FAQs, the figure shows that the traffic volumes on seminary road make it an imperfect candidate for a road diet by the criteria city staff cite. FHWA acknowledges that capacity may be affected, contradicting assertions city staff have made that there will be little to no effect. *On p. PDF of the FAQs, there is no explanation of how the proposed shared turn lane will be designed to reduce the risk of head on crashes. For example, suppose two drivers misinterpret each other's intentions and driver A thinks driver B plans to make a left turn before driver A's planned left turn and the result could be a head on collision. Drivers in Alexandria have little experience with shared

turn lanes and introducing them on a heavily traveled arterial roadway seems risky. It would be safer to only have one travel lane in each direction, but that gets to the tradeoffs. Having only one lane would be unacceptable to the community because it would so severely constrict throughput. *On p. 11 PDF of the FAQs, the discussion about emergency vehicles makes little sense. The first sentence on the second paragraph is a straw man argument because the vast majority of drivers understand they need to get out of the way of those vehicles. Drivers we'll know the "protocol," is to get out of the way. Holding all else constant, having four travel lanes as opposed to three or two makes it easier for drivers to get out of the way. It would be more credible if city staff asserted they do not believe their road diet will have a large effect on travel times for emergency vehicles rather than make the silly arguments described above. *on p. 13 PDF of the FAQs, city staff acknowledge that the speed limit reduction has had no effect on slowing drivers down. The first sentence says speeds have stayed consistent. If drivers haven't slowed down, why do city staff think that another round of "social engineering," to try to get drivers to behave in the way city staff want them to behave will work? *On p. 7 PDF of the FAQs, city staff assert that travel times will be less than 30 seconds different. Even if the analysis is accurate, city staff are not addressing motorist's concerns about the cumulative impact. 30 seconds here, another minute someplace else, etc. adds up to longer commutes in a region with some of the longest commutes in the country. Drivers know that seminary road is just the beginning and city staff intend to reduce the speed limit across the city to 25 mph or less and plan to put nearly all city roads on road diets over the next few years. As a driver, cyclist, and pedestrian, I support the goal of improving safety, but city staff need to improve the infrastructure for all users instead of this jury rigged proposed solution: *Why not acquire right of way to expand the sidewalks and build a protected bike way? Yes, it will cost money to acquire ROW, but if the city is serious about safety then make the case for spending the money needed. *The pedestrian crossing at Seminary and Howard could easily be improved with low cost improvements, including getting rid of the "beg me" button to activate the pedestrian signal, providing an LPI for pedestrians, and painting the crosswalks a different color to make them obvious to drivers. For example, the pedestrian crossing just south of there to go from The hospital parking lot to the hospital is much better designed. *Scoping out the area of seminary road near 395 makes no sense because that is one of the most hostile areas for pedestrians and cyclists in all of Alexandria. VDOT has done its part by building the pedestrian bridge, but the city has done little.

Must reduce speed on seminary. Improve pedestrian safety.

Bike lanes will help to make Seminary road safer to those who commute by bike. Thanks!

Seminary traveling east, gets clogged at Quaker - left turn lane with no cars in it and the single lane going by the church is VERY long - making those going straight sit thru numerous lights.

The population in our area seems to be increasing not decreasing. The number of vehicles seems to be increasing. We need more, not fewer, traffic lanes. The speed limits and traffic lights - nevermind existing traffic - will keep things safe.

I AM NOT SURE WHY ANYTHING NEEDS TO CHANGE ON SEMINARY. I RARELY SEE BIKERIDERS ON THIS ROAD

Maintain as is: two traffic lanes each way. Safety is excellent. But spend precious safety funds on West Seminary: six pedestrian accidents last year there; zero in last four years in the East Seminary Lane area you are proposing bicycle lanes for. Five times the accidents in the just the first 1/10 of a mile on West Seminary (after the I 395 offramp) than in the one mile of East Seminary you are proposing bicycle lanes for. But West Seminary has a \$44,000 median level of income; East Seminary is \$210,000. This is policy discrimination, particularly as the City has done the same "safety" bicycle changes on King and Janney's Lane this decade, both of which have census tract level-incomes of \$200,000.

You are using your statement of "serious Seminary Road traffic accidents, including killed" for East Seminary's very good safety record, when it is true for West Seminary -- but they have a low income level.
I will vote against every city official who supports this ridiculous proposal to reduce lanes. Number of roads have been made unsafe and travel time has increased. Corruption will be routed out.
King Street is a mess, and now Seminary Road is being damaged. We will organize and vote against any Council member who votes for this ridiculous proposal.
Please do not change anything.
Please do not change the current configuration.
CONTINUED REDUCTION OF CAR LANES FOR BIKE LANES WILL NOT SOLVE THE PROBLEM OF CARS FROM MD CUTTING THROUGH QUAKER AND SEMINARY. ALL THIS WILL DO WILL CAUSE ADDITIONAL CONJESTION DURING THE MORNING AND EVENING RUSH HOURS IN AN ALREADY CONJESTED AREA. LANE REDUCTIONS ARE NOT THE ANSWER.
The city should involve the citizens for improvements vs. commissioning independent studies and then trying to hard sell them. Where is Servant Leadership?
I remain unpersuaded about the need for changes based on safety statistics. I am skeptical that bike lanes would be actively used; they are likely to be a hindrance to reasonable motorized traffic flow.
I support increased bike lanes.
Please improve King Street throughput and please reduce congestion by increasing speed on Quaker Lane and King. These changes have had a negative impact on efficiently moving traffic through Alexandria. Please maintain maximum number of lanes on Seminary, Quaker, King, Braddock and Duke for emergency vehicles along with dad to day traffic. THIS will reduce cut through on neighborhood streets.
Cant read the design options so please disregard answers
I'm considering transferring to a new job at the Mark Center. I travel solely by bike, foot and mass transit. Please take this opportunity to prioritize cyclists and pedestrians along with mass transit. Our region can't accommodate many more vehicles and walkable communities and cycling lanes need to be the way of the future.
Mayor Wilson, some transportation officials and certain others in local government love to bike--but I hope they'll show a little consideration for citizen-voter-taxpayers who don't. Example #1: https://www.facebook.com/justindotnet/photos/a.866975153317145/2544345355580108/?type=3&theater) And here is some related information, suggesting that cozy relationships and shared enthusiasms may be tromping the commonweal: http://www.alexandriagazette.com/news/2019/apr/01/opinion-letter-editor-impact-special-interest/ I'm glad to see Justin and other city officials enjoying their bikes, but ideally, they'll consider the wishes of the city as a whole, especially Seminary-area residents. I can't resist passing on a Web page: https://www.point2homes.com/US/Neighborhood/VA/Alexandria/Seminary-Hill-Demographics.html Look at "Means of Transport to Work in Seminary Hill." Driving: 13,883. Biking: 95. Source for page: 2017 American Community Survey. Simply put, the proposed bike lanes for Seminary would be the equivalent of Trump's Wall—a triumph of dogma over reality and popular will. Do city officials and the bike lobby really think that the addition of bike lanes would push the number of cyclists well into the thousands? Bike lanes

are wonderful for places like Manhattan. Not for this part of Alexandria. Please, City Hall, I love your green tendencies in general, but in this case, stop confusing us with Manhattan. I know some would say that so many in Seminary Hill are retired people unlikely to bike, and I wondered about that, too, but it turns out that S.H. has a large age range, and that even with everyone included, cyclists are a minuscule percentage. By the way, the percentages for most other parts of Alexandria are not that impressive, either. On another matter, I'm curious how many residents have access to showers at work as well as sympathetic bosses and flexible schedules. Not to mention another issue-- weather extremes. Do you really want to bike around with snow blasting at you? Or swelter in summers that are likely to grow even more uncomfortable. Let's fight global warming, but in other ways. I'm very much in favor of expanded public transportation, especially with heated bus shelters. Let's use carrots, not sticks, to reduce driving. Further encouraging people to work at home, when possible, also would be good. Rather than inflicting bike lanes to slow down Seminary, how about banning left turns at certain intersections for nonresidents and otherwise making life harder for the Waze crowd from other localities? I'm also open to the possibility of narrowed lanes. Likewise in the interest of safety, pedestrian islands and an extension of the sidewalks all the way down to Quaker would be wonderful. Bicyclists, of course, could use the sidewalks, if they wanted--as long as they respected pedestrians. Safety over speed, right? That said, keep in mind it isn't as if Seminary is a high-accident area even now. Reducing auto traffic to a lane in each direction would be over the top. By all means, let's work toward bike safety--I love the idea of campaigns to educate motorists about the risk of opening doors without looking, for example--but let's use a more balanced approach than the one now proposed for Seminary. As an aside, let me remind people that if decision-makers at various levels hadn't allowed the BRAC-133 monstrosity to come about, we'd have far less of a traffic problem. BRAC helped changed the composition of the city council, and bike craziness may do so again.

These proposals to restrict traffic are ridiculous. They are predicated on the idea that Alexandria's streets are dangerous, and idea not supported by the statistics. Making travel by car more difficult will hamper the vast majority of citizens who cannot walk or use bicycles, who find buses impractical or who do not want the expense of car services and cabs.

Leave Seminary Road configuration alone. Pave and maintain it. Increase speed to 30 and enforce it.

Bollards for the Quaker seminary turn People tend to cut in at the last minute which increases the size of the traffic jam. Also making the left turn a straight& left, and/or providing a dedicated right turn lane

I am against the proposed engineered traffic jams. Seminary is a major artery. For over forty years I was content with the 35 mph speed limit. The 25 mph is unreasonable and won't be complied with. A study in Milwaukee shows that average speed will be less at a more reasonable 30. Ambulances and other emergency vehicles need four lanes. I cross seminary several times a week on recreational walks. I am 79. Nothing Ned's to be done for pedestrians. Dedicated bike lanes would be foolish although shared lanes would be acceptable.

Braddock Road should be encouraged as a bicycle corridor. Even with a bicycle lane, westbound traffic from N Quaker Ln on Seminary is too significant a hill/grade for safe cotravel of bicycles and autos.

I think a single lane and center turn lane is more than enough to accommodate traffic needs and will make cut through commuters consider other options. Also, I think it will make the overall traffic experience more neighborhood focused.

I recreationally bike, but this is not a biking community. You cannot turn this into an old town or a delay and I do not want to. I feel like many are going to be made to suffer for the few. Don't create a problem where there is not one. The road needs to be paved. Put in speeding

cameras and it will solve the speeding issue real quick. It has taken awhile, but with random police presence, people are finally slowing down on Quaker.
The only thing that Seminary Road needs is repair work to the potholes. Otherwise, I walk and bike it all the time, and it's fine. Don't fix something that isn't broke.
I strongly favor maintaining four travel lanes for vehicular traffic. I also favor widening and extending the sidewalks on each side, an action that could also easily accommodate bicycle riders, of whom there are very few on Seminary Road.
We need more safe sidewalks.
Traffic congestion is an ever-increasing problem in the city. Reducing/removing lanes on major streets will only make it worse. 25-MPH speed limits on major, non- or limited residential streets is impractical and inefficient.
Leave as is and pave. Meanwhile fix the potholes!!!!
Reducing seminary between Howard and Quaker would cause gridlock during rush hour. I have never seen a bike rider on seminary, when I have been driving, yet we are considering major changes to an important transportation route. This city allows the minority to change things that the majority do not want. There has to be a way to better illuminate the areas where pedestrians cross on seminary. It is also my opinion that many bikers do not follow rules of the road. They find ways to ignore rules of the road.
We must improve alternatives to driving.
I think changing the current plan will worsen Duke St. Solving the EB Duke St./Telegraph Road access is critical before cutting the capacity/increasing travel times on Seminary.
I frequently visit friends in the area and ride tandem bicycles with blind people on back (stokers). Crossing Seminary Road and riding in it are quite challenging as tandem bicycles are not as nimble as single bikes. Bike lanes, slowing traffic, and additional crossing signals would make the road much safer for pedestrians and cyclists.
Would love to bike to work daily but get scared on some of the roads, so wait for daylight to protect me this time of year
When the median was added on Russell Rd near the King St. traffic light to discourage cut through traffic it backfired. It has created way more traffic and added travel times for commuters. Cars sit on Russell Rd waiting to get through the light and the residents who live on Russell have to suffer trying to get in and out of their blocked driveways. Just ridiculous and a dumb move. Clearly was not thought through and the median should be removed.
It is obvious that Seminary Road is a street that will not entice anyone who is not driving a car to use it. People who will use it without a car are either without alternative or fearless. The City should not make people risk their lives to get around Alexandria but rather fill its Vision Zero strategy with life and proceed with Alternative 3.
The traffic will be a nightmare if you reduce lanes. Please do not do it!
Please evaluate the impact of traffic to all neighborhoods including the CCPCA neighborhood. Under the central alexandria task force, it is your responsibility to assess the affects on this lane change to traffic. We already suffer an abundant amount of cut through traffic that has safety implications in our neighborhood. I have 3 children and although bike lanes are nice, that are useless for families and only help a very small percentage of the community. I would never use them as I don't believe they are safe, including the ones that are along king street. We

will now be busing our kids down seminary because of the reconstruction at Douglas McArthur, so seminary will be a main thoroughfare for us.Thank you.
Alexandria seems behind in bike infrastructure compared to Arlington County, so this is an opportunity to address the needs of people who work in the City who chose to cycle instead of drive their cars.
Mid-block crossings are challenging (such as crossing to Beth El from bus stop at post office) because of traffic speed and poor visibility at night.
A right merge lane at Seminary and N Quaker Lane southbound would be helpful (on the side of Theological Seminary)
I ride a bike thru the area and would greatly appreciate bike lanes
It is WRONG that you offer no alternative that maintains things as they are. Instead, you propose to NARROW our roadways, making driving more difficult. Giving a choice between dumb, dumber, and dumbest is not the way a democracy can work. There are VERY FEW bike on Seminary so why in the world would you devote one, let alone half, the lanes to bike traffic to the detriment of cars who dominate the roadway. Your argument that people way up on a sidewalk (hardly anyone walks on that road) need a bike lane so they feel more comfortable on the sidewalk. Not only has there not been a SINGLE accident involving a car jumping up on the sidewalk hurting a pedestrian, there is not even a single accident involving a pedestrian at all. The City should focus its budget and time on real problems - not solving problems that don't exist and taking action that the vast majority of residents oppose - eliminating lanes and narrowing them. I am really angry about this and feel we are being ignored. Many of us plan to take this to the City Council. I hope they will listen to us.
Speed limit has been 25 for a short period of time. You don't have enough data to propose these changes. I suspect this is a solution looking for a problem.
We do not need any bike lanes on Seminary -- it is too congested and bikes only add to the confusion.
Please provide safe bicycling facilities! I would definitely bike to more places if I felt that there were comfortable routes to use. (I am an active retiree who loves using my bicycle for errands and other transportation needs.) Alternative 3 appears to provide the most benefits for all road users - cars, bikes and pedestrians.
Two alternatives are bias toward bike lanes and VZ objectives do not include auto considerations. This project has been reduced to one mile of road that sufficient analysis (impacts) does not exist to make major changes. Repainting to accomodate an alternative AFTER Transurban finishes assessing 395 and more data on cut through impacts of alternatives, actual speed enforcement, and other factors is done. What is the grand strategy: judicious traffic flow through Alexandria or constricted flow? What is the current bike lane use rate on Janney's and King to Callahan? The city should keep this part of Seminary the same and reserve the right to re-paint if warranted in the future. Focus on areas that your own data says safety is a known and multi-year issue.
When the safest way to move in a space dominated by high powered metal boxes operated by largely distracted and disinterested motorists is to DISobey the traffic laws, the system is fundamentally flawed.
Please consider the surrounding neighborhoods and the already congested streets at rush hours when reviewing this information. Jordan, Howard, and Ft. Williams become backed up on a regular basis making it extremely difficult for local residents to get into or leave their neighborhoods. In addition, the school boards recent decision to use Patrick Henry as a swing space for Douglas MacArthur will add a

<p>significant number of drivers to the area and create even more traffic concerns to the West End. Making changes to Seminary Road at this time will only cause additional burdens on residents trying to commute throughout the city.</p>
<p>It seems that Alexandria is focused on adding bicycle lanes anywhere and everywhere, without much regard for what they connect to. The very northern section of Van Dorn Street is a good example of bike lanes going nowhere, except to a very busy Rt 7 and I 395. With the exception of Old Town, I rarely ever see bikers on all the city streets that have bike lanes.</p>
<p>I am strongly opposed to making Seminary Road two travel lanes. We have developed our city so that it requires car travel. Additionally, many people, such as myself, cannot use public transport for work due to the various locations I must travel on a daily basis. While I support biking as a mode of commuting, it is just not a reasonable option for the majority of people.</p>
<p>Seminary Rd. has become a race track for non residents to gain access to 95 so they can more quickly return to their own quiet residential neighborhoods. They do this while wreaking havoc on our neighborhood. It is long overdue. The City must regain control of Seminary Rd & return it to a safe neighborhood street.</p>
<p>Need to consider commitment for vision zero</p>
<p>Thank you for conducting the survey.</p>
<p>In terms of pedestrian safety, Mark Center Drive and Seminary Rd is a high foot traffic area with shockingly few protections for foot traffic. I hope changes are made before another pedestrian life is lost. (see also: horrible crosswalk to get to Mark Center Dr that is poorly marked that drivers often speed through)</p>
<p>Unless the Mark Center is closed, we need all 4 lanes.</p>
<p>As I mentioned above, we NEED to add sidewalks to the north side of Seminary Road near the Quaker Ln intersection. I regularly jog along that route and routinely see pedestrians step into the street while walking on that side.</p>
<p>Seminary Road is a critically important automotive thoroughfare. Reducing automotive capacity makes no sense. I am a bicyclist but do not favor bike lanes on Seminary Road. There are plenty of other options for bicyclists. Pedestrian safety is important.</p>
<p>Reducing Seminary Road to two lanes makes no sense as this is THE main route to Alexandria Hospital for many citizens in the surrounding neighborhoods. My elderly parents, who live near Seminary Road, also need fast access to the Hospital. Traffic is already congested in this area, and on that particular segment of Seminary Road, and reducing road availability will make the problem even worse.</p>
<p>Pedestrians and cyclists deserve good infrastructure too.</p>
<p>The April 4 serious tractor trailer accident at South Van Dorn provides a critical example of the need to ensure Seminary remains two lanes in each direction. We all saw the significant traffic impact the accident had on our neighborhood roads. My husband works down Seminary, and noted that he traveled the Seminary stretch easily, but then encountered significant backup once the road narrowed at Janneys. Given that the hospital is in the Seminary stretch, emergency vehicles need to be able to access the hospital with relative ease. First and foremost, according to the Central Alexandria Traffic Study, the City has classified Seminary Road as an arterial road intended to support higher capacities of vehicles traveling to and from connector roads. Thus, it is appropriate for Seminary to remain a four-lane road. Instead, the City should focus its resources accordingly to address speeding and traffic safety concerns pervasive on Seminary Road and its connector streets in Central Alexandria. Allocate the necessary resources to increase enforcement of traffic violations in Central Alexandria, including Seminary</p>

<p>Road. This MUST also include neighborhood streets which currently are experiencing exacerbated traffic and safety issues due to frustrated drivers coming from arterials Quaker and King. Consider modest traffic calming targeted tax increases (and promoted as such) if the resources can't be find elsewhere. Reduce lane widths to encourage drivers to slow down. Increase pedestrian safety by installing more crosswalks and using crosswalk flashing lights. Install lights on Seminary crossroads where safety is an issue, such as Fort Williams. Widen sidewalks to allow cyclists off-road options.</p>
<p>Fix the pot holes!</p>
<p>I've lived in the St Stephens/Seminary region since 1998. The issue is not the main roads like Janney's/Seminary... It's the cut throughs from Duke St and the aggressive students/parents going to/from St Stephens and other schools. While I get the city's focus on promoting safety and bike usage - it seems they are going for the lower priority issues. The light timing/sequences are a mess. The intersection of King/West Braddock/Quaker is a giant knot in the am.... Why should people who live in Seminary area neighborhoods be punished - when none of the above proposals will reduce any traffic related to the density of cars coming from out of the area to drop kids at SSAS, TCW, MacArthur, etc.</p>
<p>I was sent this survey because of where I work on Seminary Road. I was able to view all questions except #12. Likely our network blocked the images, so you might have a problem for all of us who work at Mark Center.</p>
<p>We have lived at the corner of Seminary Rd & Fort Williams Pkw. for 35 years. It is totally out of control during rush hours each day. 6am—9am & again from 3 —6 pm. Excessive speed is the norm , volume & cut thrus incredible. All this in approximately 1/4 to a 1/2 mile of residential street, with no less than 3 or 4 schools in close proximity. .</p>
<p>No bike lanes.</p>
<p>Protected bike lanes, protected pedestrian lanes and slower traffic would all be helpful. There needs to be some traffic calming because it feels really unsafe to be a pedestrian and cyclist along Seminary Road. I think we should consider the safety of Alexandria residents over the traffic from other jurisdictions cutting through our city.</p>
<p>It is frustrating when you exit and go west on Seminary because most of the traffic that is traveling on the arching overpass have to merge into the main lanes which raises the risk of accidents occurring. Also, when the HOV going North is converted to HOT lanes, it makes no sense to have that exit be HOV-3 24-7. It could improve traffic congestion on the interstate and on the main exit ramp if there is an option to use the HOV/HOT lane ramp.</p>
<p>As much as Seminary Road has issues, please don't forget about Van Dorn St. It is getting worse by the week. I've been driving this road for about 14 years and the last 12 months my commute has doubled to tripled. It should not take take 60 minutes to drive 4.3 miles on a consistent basis.</p>
<p>Do not eliminate lanes the neighborhoods cannot handle the cut thru traffic.</p>
<p>Please do not eliminate lanes</p>
<p>Pave the road and ban Maryland drivers!</p>
<p>Keep bikes on trails</p>
<p>Add bike lanes on Beauregard</p>
<p>Please maximize traffic throughputs</p>

Resurface Seminary - Please!!! And Enforce the speed limits!
As an employee of the Inova Alexandria Hospital, I know how important Seminary Road is to our patients and staff. I have witnessed traffic delaying ambulances getting to the hospital in a timely manner now. An even more congested traffic pattern could cost the patient vital time until they receive treatment. Every second matters.
Please do not make things difficult to get to hospital
FIX THE POTHLES
Don't forget Inova Alexandria Hospital is on Seminary. I strongly feel that it is best served by having four(4) lanes in order to allow for emergency vehicles to reach it from any direction as soon as possible. A reduction in lanes would slow the arrival of ambulances, thus possibly causing loss of life or an already deteriorating condition to progress to the point where a patient cannot be helped. People from Alexandria, Arlington and adjoining Fairfax County depend on the hospital and nearby medical facilities. Please don't let them down by reducing the lanes on any part of Seminary, so their needs, and mine, cannot be as easily met. Bike lanes are not large enough to accommodate ambulances!
no bike lanes at all. Need full lanes for fire dept, ambulance and public safety to access major connector roads. This is a major thoroughfare in the city and reducing lanes is really a confusing approach within a growing city (when factoring in new development)
The format of this survey is annoying. Graying out previous and next text boxes, fighting to select 3 and comment Q10 and not knowing why survey wouldn't accept my response, not knowing how long the survey will continue, too much screen space. I would have bailed out of the survey if one more question slid onto the screen.
Seminary is a vital primary through way for the City. Altering it will greatly impact neighborhoods that aren't meant to handle through traffic. There are very few residences with direct access to Seminary and their complaints should not outway the voice of citizens who don't agree. The idea of getting people out of their cars is ludicrous. Is a family of four going to get to the grocery store via soccer practice on a bicycle or public transport? If the city goes through with this, which I've no doubt they will, it will be totally bypassing the wishes of most residents and all of the norms of common sense.
I travel frequently in the afternoons and never see any cyclists on Seminary. I do see a lot of pedestrians crossing Seminary illegally in the vicinity of the medical building and 395 ramps to get to the apartment buildings. My husband has also seen quite a few near misses and accidents of cars in the overpass areas crossing 395 on his return from work. If Seminary becomes 2 lanes there will be traffic backups caused by vehicles trying to turn into various public places (post office, synagogue, activities at the Immanuel Church near Quaker) as well as private driveways that exit onto the road. Not to mention trying to follow trash trucks, mail trucks, etc. like the ones on Janney''s two lane road (and Braddock) while they make stops. There is no reason to rethink Seminary except near I395,the school and the medical building.
If the city feels the need to remove a through lane, then make the center lane reversible depending on time of day. The choices of alternatives do not seem well thought out. My preference is to keep the same configuration and not make any changes.
This is a really important project. Many drivers continue to go 45-50 mph on Seminary Rd even since the speed limit was reduced to 25 mph. Bicycling is my primary mode of transportation but now I generally go out of my way to avoid using Seminary Rd. Also, I would like to be able to go with my kids by bike to the Hammond playing field and the library. I strongly support Alternative 3. The City also needs to do a better job addressing the overgrown shrubs on homeowners' yards that crowd the sidewalks on various segments of Seminary Rd - there is currently no easy way for City residents to report these problems. Thank you.

Option 2 and 3 are not realistic. More needs to be done to slow traffic, signage and pedestrian crossings at bus stops. Especially important at dark or reduced visibility. Sharrows could be added to curb lane to encourage bike use during off-peak hours.
Pedestrian sidewalk needed across fort Williams parkway with clear difference between concrete difference between sidewalk and Street.
Please get the other end of the Seminary Road repaved ASAP. It needs attention far more.
Add protected bike lanes
We need to keep two lanes both ways and a crosswalk at Kenmore. People jaywalk while cars are coming off 395.
please don't change the current layout
KEEP SEMINARY 4 LANES!!!!!!!!!!!!
Leave the vehicle lanes in place!
Quit listening to the bicycle people to the exclusion of everyone else. Let them ride on the sidewalk and yell "to your left" like they do on bike paths. We need to move through the city efficiently. Of course, you will do whatever you want even with taxpayer input to the contrary.
Make it safety like King street please
How do people on foot cross Seminary Road in the long, long stretches between lights? Seems dangerous.
Sidewalks need widening and continuity. Bikers can ride on sidewalks.
I am not in favor of reducing car lanes on Seminary Road from 4 to 2 or 3.
Make the sidewalks safer and put in permanent speed cameras. Once everyone knows speed cameras are there, they will not speed!!!! You also need to pave this road and cut down on through traffic. Kids run on the sidewalks on Seminary to Howard and back to St Stephens - affectionately named the Hospital loop! There should be barriers so that the sidewalks are safer from the cars to protect the kids running on the sidewalks.
Speed is a big problem for us. Eliminate speeders is a priority. I am concerned that Alternative #3 'turn' lane will become a passing lane and that is extremely dangerous.
The powers that be thought reduced parking at the BRAC building would increase car pooling. Reducing lanes on Seminary is another "good in conception, horrible in execution" idea. Please don't make Seminary traffic any worse!!
Bike lanes please!!!
DO NOT CHANGE THE CURRENT LANE STRUCTURE
I do want to support biker, but this is a main hospital route and very busy during rush hour times. The backup at Seminary and Quaker in the afternoon is already a hassle, changing the layout will likely make it worse.
The Complete Streets program's purpose is to make residential streets user-friendly and safe for all modes, especially including walkers and bicyclists. Seminary Road is a textbook case of the kind of street that needs modifications something like Alternative 3 to achieve that purpose. And, the Upper King project is excellent proof that major improvements to the walkability and bike-ability of a street like Seminary Road are not only feasible but quite easy. Let's get it done!
Speed bumps to slow drivers down

I ride the DASH AT 2 to Beth El Hebrew. It is difficult to cross Seminary safely from the bus stop located in front of the post office especially after dark.
I cycle to a variety of destinations in Alexandria that require either riding on or getting myself across Seminary Road. This street is dangerous because there are too many vehicles traveling at unsafe speeds. I would like to see a Seminary Road redesign that puts the needs of the local community above those who only wish to speed through it as fast as possible. Alternative 3 is the safest design of the three options. It is great that these options are being considered to improve safety for pedestrians, cyclists, and drivers using Seminary Road east of Howard Street. However, the greater danger on Seminary is west of Howard Street, especially near Kenmore Ave and Francis Hammond MS, and also the areas west of 395. In the 21st century, we need to be designing city streets for safety and multi-modality in order to encourage and incentivize more people to make travel choices that are safer and healthier for the community and the planet as a whole. A reduction in vehicle capacity is a painful but necessary trade-off.
What the community has done on King Street has been exceptional and really has not increased commuter times. More people are using e-bikes and motorized scooters from the metro and feeling safer b/c of the bike lanes. Traffic is moving slower. Pedestrian crossing is much safer! The re-routing onto Scroggins has significantly slowed speeds on a residential street with lots of children. Thank you
Please don't eliminate traffic lanes as was done on King Street; creates slower travel whether business or personal.
We want safer streets in Alexandria and fully support the city's policies of Complete Streets and Vision Zero. Please make our streets safe. Our lives depend on it.
Please do not limit the traffic flow on seminary. We already have trouble with traffic cutting through on smaller neighborhood street that cannot handle the congestion (i.e. N. Early Street). Limiting a major road like Seminary will create more congestion elsewhere. Thank you for your consideration.
Reducing the number of travel lanes and adding bike lanes to this stretch of road is not a good idea. I anticipate that doing so will move more cars over to Braddock Road which is already congested and/or add more cut through traffic to N Jordan. I also have concerns with adding bike lanes to a stretch of road highly driven by teenage drivers. This combined with bikers that do not always follow the traffic rules is a recipe for a horrific accident. Why would the city create this potential situation?
Both speeding, safety and throughput can be dealt with through good design. The current design is basically an in separate highway like Quaker lane. It is unreasonable to expect people to treat it otherwise without drastic design changes
Reducing the number of lanes on Seminary Road will be a disaster. Congestion at Quaker Lane is already terrible; few lanes will make it worse. There are very few pedestrian accidents and very few bicycles on Seminary Road at this point and do not justify the changes.
There appear to be few, if any, serious accidents along this stretch of Seminary road, but there is clearly an increase in auto traffic. Also, there is not any realistic convenient alternative to use of an automobile to go places. Therefore, I see no reason to make any changes other than to facilitate right turns at the corner of Seminary and North Quaker heading east.
No consideration of blocking turns off road in both directions, while keeping current lanes, improving crossings and sidewalks. No utilization studies of bikes or scooters support options 2 and 3 at all. Actually they are a taking away of road access to the majority without due process or traffic engineering study support.

I drive Seminary every day. I was hit by a car while riding my bike on Seminary. I would LOVE bike lanes. Adding more signals might help slow down people who speed past me every day. I am too scared to bike on Seminary now. I am convinced most people just come off 395 to cut across to 495 or vice versa. Keep them on the highway! Also, maybe we can propose a congestion tax like London? Not just an HOV, but more!!
Bike lanes will be good for safety and business
This would be a valuable spot to have bike lanes installed to help connections between King and Duke.
The next phase is dealing with Duke Street. Biking on that street to work is extremely dangerous.
If Alexandria is committed to Vision Zero, it needs to show that commitment in every project, including this one, by reducing vehicle speeds and balancing facilities for all types of mobility and ways to get around the city: walking, transit, bicycle, car.
I worry for my child's safety! I want safer streets please! Thank you!
Except for the potholes, Seminary Road is not broken. Please don't fix it. The only serious backup is at the bottom of the hill where Seminary meets Quaker Lane. Few cars turn left; many turn right or go straight into Janney's Lane. Options 2 and 3 above are sure to create slowdowns and backups. I'm on Seminary Road almost every day for the last 16 years. I almost never see anyone on a bicycle. If you create bike lanes you will be favoring a tiny, almost invisible, minority over the vast majority of residents and commuters who use Seminary Road every day.
Consider adding a right turn only lane to go with the left turn only and straight ahead lanes (3 lanes wide) at East bound Quaker and Seminary intersections. This would greatly help with the traffic flow in that area.
Seminary road is fine. Stop wasting time and money fixing what isn't broken. You politicians should be ashamed.
Seminary eastbound from I-395 has been turned into an enormous mess particularly in the afternoons. Please DO NOT screw things up any more than they already are by restricting vehicle flow and diverting traffic onto side streets like North Jordan.
The goal of the traffic program should be to make Alexandria more livable. There is no need to maximize traffic throughput on every road at the expense of safety and livability.
I assume there is no way the 1 lane in alternative 2 can switch between east and westbound during rush hour? It seems like a somewhat pragmatic solution. Thanks for letting us have input on this!
I think some thought should be given to beautification. How about an option that has trees down the middle lane rather than a turning lane. My #1 choice would be that!
You've already reduced the speed limit. Again, not in favor of any changes. There are some trick questions in here.
I am moving to Del Ray next month, and the better the network of bike lanes, the fewer days I will drive to work.
Remember long wheel base vehicles in designing road intersection turns, eg: buses, school buses, large trucks, and trucks with trailers. Also, a fierce pedestrian safety course should be taught to pedestrians, eye contact with drivers, cross only where indicated, etc. Start issuing jaywalking tickets city wide.
Bike lanes are the only environmentally and safety focused option available for the city at large and that must be reflected here.

<p>I don't see any problems with inadequate turn lanes now, but of course it will be a problem if bike lanes are added and traffic is reduced to one lane that will be slowed and/or stopped with every turn, including buses stopping in the traffic lane. How many people will die when ambulances to Inova and fire vehicles from Hammond are stuck behind one lane of traffic each way? I don't see overcrowded sidewalks now. I can't imagine a lot of bicyclists will be using an unconnected, short bike lane compared to the number of people using cars and buses. Don't create problems by spending money to solve perceived marginal ones.</p>
<p>It would be helpful to have a protected bike lane unlike those on King Street. I encounter people blocking the King Street bike lanes with their cars almost daily. This is a major impediment to get new cyclists on the road. Making Seminary road a viable option for cyclists will encourage more of my colleagues to get out of their cars and into a bike lane to get to/from work. The Maximize vehicle throughput opinion on question #9 should be maximize HUMAN throughput.</p>
<p>Lack of bike infrastructure means I rarely use seminary road.</p>
<p>Thanx</p>
<p>Bike lanes already added to streets such as King and Braddock are used by a tiny portion of Alexandrians. Focus on pedestrian safety, enforcing existing traffic laws, and working with other county governments to reduce cut through traffic during rush hour. Improving Duke Street is more important than changes to Seminary Rd.</p>
<p>The traffic interaction at Seminary Road (East Bound) and 395 with the entrance to the apartment complex and bridge is a nightmare. The merge lanes on the 395 exit ramp to Seminary Road need to be addressed and/or painted to be more clear.</p>
<p>Thank you for your thoughtful work on this project - as a resident of Seminary Road, I understand how important this work is</p>
<p>T&ES needs to use the expertise of the traffic engineers to make Seminary Road safe for all users. The goals of the Seminary Complete Streets Project must be met with improved design of the street. After three years the reduction of the speed limit to 25mph has not been effective in reducing speeding. A road design change must take place to provide safety for all users. Alternative 3 is the logical answer for the design.</p>
<p>Two additional comments. 1) I think it is important that we do not lose any of the bus lines that currently provide service to Seminary. 2) I think your information regarding option #2 is inaccurate and flawed. It will significantly impact the residents of Seminary who need to travel East bound to get to school (TC Williams does not offer bus service to residents along Seminary) or Old Town. Providing 2 West bound lanes and only 1 East bound lane caters to the commuters (such as to BRAC) while harming residents of Alexandria who live along Seminary.</p>
<p>Any additional efforts to improve safety for cyclists would be welcome</p>
<p>Consider the ability of emergency vehicles to access the hospital. Consider how changes that will cause back-ups will negatively impact the neighborhood by causing cut-throughs to an already congested Duke Street.</p>
<p>Just look at the road rage on King Street. Tailgating is very bad when you are the ONLY person in the city who abides by 25 mph. We need to widen King St back, not mess up Seminary as well.</p>
<p>Build flyover ramps/bridges for all pedestrian traffic at Library Lane. NOT to put too fine a point on it, the new on/ off ramp to I-395 is a total hazard for drivers as is the down ramp back onto Seminary Rd. Who's bright insane idea was this??? Every car speeding across that bridge to squeeze into one lane then having to cross 3 oncoming lanes packed with cars just to turn right onto Beauregard. Think about making some</p>

decent changes in this traffic nightmare as much higher up the list than the cross streets and few bicycles coming from Quaker Lane into armageddon at I-395.

My true preferred option is the no-action option, which is not being offered. In most environmental assessments this should be included. I feel like the motivation to change is partially to check off a box that a policy has been implemented, without there being a real need or desire by the people who use Seminary Road. The speed limit has already been reduced which is a limitation made, I believe to address pedestrian concerns. Bicycling is not an option for most people--I am 67 and I am not going to bike to CVS, the grocery store, Baileys Crossroads, or 395. A very small percentage of the population will use the bike lanes, during a small portion of the year. Decreasing speeds even further actually can add to greenhouse gases since most cars are most fuel efficient between 35 and 60 miles per hour. I see this recorded in my own car when my trips are limited to Quaker Lane and Seminary Road. A complete limitation of right hand turns from Seminary to Quaker Lane will also increase gas usage and pollution -- the almost universal changeover to allow right hand turns was implemented to address gas shortages. The current restriction -- no turns when pedestrians are present is appropriate. There is often a significant backup at that intersection and having the right turn option helps. I frankly like the fact that the lanes aren't real narrow --narrow lanes seem to me to add a stress factor for drivers (are there likely to be more side-swipes?) and could further limit options when snow is pushed to the side of the road.

Additional questions and thoughts: 1. Will the buses still run on Seminary Road? a. If so, then Alternative 2 and 3 will cause issues with smoothly moving traffic. b. Buses will pull over and be partially in the travel lane and in the bike lane. c. Of course, there will be people who will pass the bus, by being partially in the travel lane and partially in the turning lane. d. Of course, there will be people who will want to wait behind the bus. Then the people who want to pass the bus will need to use the turning lane to pass the car and bus. 2. Seminary Road is too dangerous to have bike lanes on. 3. With all the congestion in this area, reducing the number of traffic lanes would be a waste of resources. 4. Restore the 35 mph and strictly enforce it, with an additional \$200 fine (as I have seen in other areas in VA).

I live on seminary road and I feel unsafe walking on my own street. People go way too fast and use it as a cut through to the highway. Something must be done to prevent any more crashes or pedestrian deaths.

it is extremely important to make space for cyclists and pedestrians for safety. please prioritize life and safety for vulnerable road users over a few *literally* seconds of single vehicle motorist delay

It's really unsafe for pedestrians currently especially for bicyclists

Please choose alternative 3, which proposes a Four-to-Three Road Diet to reduce excessive vehicle speeds and provide safe pedestrian crossings, without causing congestion for other road users.

Last week while cycling up from King Street (thanks for the bike lanes there) and then down Janneys Lane, I experienced a major bicycle mishap that stopped my bicycle abruptly with a broken rear wheel. Luckily I was by MacArthur Elem school where I was afforded an area to get off my bike, move to the side of the road, get off the road, and call for assistance. Bikes break. They get flat tires or worse. When a car breaks the occupant is in a protective shell. When a bike breaks, the cyclist is very exposed. If my wheel would've broken on the hill from Quaker Lane up Seminary, I might be dead right now as there is no bail out, no sidewalk, no bicycle protection and there is far more traffic going well above the speed limit than on single lane Janneys. There is a new Strave segment titled, "If I die on Smeinary please name the new bike lanes after me," yes, it is that dangerous and only experienced, really experienced cyclist dare brave Seminary Road in it's current form.

Thank you for a thoughtful work product. Kindly also consider the option offered by the Seminary Hill Association.
I'm not aware of any pedestrian safety or traffic reasons to make changes on Seminary between Howard St and Quaker Lane. The bike lanes on Braddock Rd between Howard St and Quaker Lane are not used (bikers seem to prefer the sidewalk). So I assume bike lanes on Seminary Rd would not be well utilized either. There must be better uses for the money.
This is an opportunity for Alexandria to demonstrate its commitment to Vision Zero. It is dismaying to see the attempt by a handful of car-centric NIMBYs to exercise a heckler's veto. Nationally, vulnerable road user deaths are increasing. Infrastructure changes are key to changing this disheartening trend. I applaud Alexandria's efforts to make the necessary infrastructure changes to prevent needless deaths.
I suggest finding alternative routes for bikes. I think there are side-streets that would be better utilized for bikes.
Bike lanes would have a huge impact on the ability of our community to commute and travel in environmentally friendly, healthy, and safe ways!
We need safe bicycle lanes for all of us. Bicyclists have as much right to safe travel as cars
Our Alexandria infrastructure should be designed to provide safe transportation for pedestrians and bicyclists in addition to drivers of motor vehicles.
My bike commute does not take me near seminary road, but I have been the beneficiary of separated bike lanes in Arlington on Eads. The increased feeling of security is a significant factor in me riding my bike more frequently for commutes and local errands. Building the bike facilities can help people ditch their cars and reduce speeds to make streets safer for vulnerable users.
Living on Quaker Lane, we already have difficulty getting to our home. Even the smallest hiccup under the current scenario makes it much worse (example on 3/14 when left turn signal from Quaker to Seminary was mistimed - reported to Call Click Connect). Reducing through traffic will only make it worse on both Seminary and Quaker. I support maintaining roadway as is, but certainly maintaining all travel lanes. We are on Seminary at least 4, if not 5, days a week. Traveling on Seminary already takes advance planning of potential delays to ensure on time arrival. Reducing travel lanes will only make it worse. The most egregious part of all of this - further development of the Beauregard and Mark Center will only exacerbate travel issues. The City supports (wisely) development in this area, but fails to implement proper traffic solutions. Until the Telegraph/Duke street interchange is addressed, and Duke street lights (including Quaker) are timed properly, Alexandria residents will continue to face unnecessary traffic backups due to out-of-city commuter traffic. I believe that until a more direct connection to 495 (via extending Quaker Lane) and more redundancies into our city traffic network are created, very little can be done to address the growing traffic concerns in our city. As a resident of the City for the last 16 years - all within 1.5 miles of our current residence - its sad to see such an important issue so completely mismanaged.
Need safe bike lane in place
Transportation MUST be multi-modal or a community fails all citizens and the environment.
Please make improvements designed to work for the Alexandria of tomorrow, not the Alexandria of today! Biking, bike sharing, scooter sharing, and public transportation should be prioritized in infrastructure upgrades.
Alexandria needs to continue providing better infrastructure for biking and walking, in order to improve safety and reduce traffic in the city.
Please use real traffic data to make the decision. Cars are extremely dangerous and really do present a threat to peds and bikers.

I try to use my bicycle for transportation (not leisure) as much as possible, a huge factor in whether or not I am comfortable doing so is whether bicycling infrastructure is available. I appreciate you considering the needs of cyclists and pedestrians as equally valuable as the needs of motorists. More people will be able to safely walk and cycle around the area if Alternative 3 were instituted.
Do not reduce lanes: Van Dorn at rush hour is a disaster. Also, add sidewalk along the North side of Seminary from Quaker Lane past the seminary.
I am very much opposed to reducing vehicle lanes and establishing bike lanes.
I don't think any changes should be made on Seminary between Quaker and Howard.
Getting rid of traffic lanes on Seminary is a horrible idea.
Speed limits on Seminary Rd shd be restored to their original limits. Lanes should remain as they are now.
I am for calming roads, but I am concern that the city is moving forward without stopping and asking questions about the impacts of this project if Douglas MacArthur is moved into the Old Patrick Henry. There is nothing in this plan that mentions this reality, what the expected impacts are going to be. Seminary Road is going to be the major artery for travel. At the community meetings for the school, the neighborhoods are concerned about the timing of the road project and moving the school with 720 students and yet, you are pushing ahead without fully engaging the community--one survey with 3 alternatives is not community engagement. There has not been one update about what the impacts might be.
Do not think any changes should be made
I am opposed to changes to the current lane structure. I favor safe sidewalks and believe that the areas of Alexandria where bike lanes have been added have only caused other problems and do not improve safety. Please note that I do have a bike and ride it in Alexandria currently. But, I do not and will not ride a bike to work, grocery stores, etc.
Getting out of a side street leading to Seminary Road during rush traffic will be a nightmare with any alternative other than Alternative 1.
Thank you!
Only one lane of traffic enters this section of Seminary Road and therefore one lane plus a left turn lane will handle the traffic quite well. One lane in each direction will do the most to increase the safety of drivers and pedestrians by slowing traffic. Those who want to keep the current configuration are only interested in saving a few seconds while driving the full length of the street but the result is having many cars racing the entire length (Quaker to Howard) at speeds entirely unsafe. I have been told by a supporter that "only" 1 out of 6 cars exceed 35mph. I responded to that person that means that probably 1 out 10 are probably going 50 mph down a residential street used by many residents of the City of Alexandria. Please do the right thing and try to bring Seminary Road back to as close as possible to regular residential street in Alexandria. Thank you.
N/a mostly everything covered in the survey !
I strongly disagree with alternative 3. We need to keep traffic flowing and invest in infrastructure to move traffic out of Alexandria as quickly as possible. Not create misery for both commuters and residents.
These questions appear slanted to create the answer the City wants to get at. The neighborhoods impacted do not want changes - other than resurfacing. Please address cut through traffic issues!

Seminary Road is a major city arterial. It links King St. Station, Quaker Ln. to I395, Van Dorn and Beauregard. It is a 4 lane road by design and should not have its motor vehicle capacity reduced. Most importantly, as a primary arterial, the speed limit on Seminary should remain above 30mph. The reduction of King St. speed to 25mph is an unnecessary change that has resulted in greater traffic on smaller, residential streets. Reducing speeds on King and Seminary has been an accommodation for some of the most wealthy city residents at the expense of neighborhoods along Duke St. where the city's elderly, disabled, Hispanic and black populations are concentrated according to City census data and analysis. According to City traffic analysis, Duke, Beauregard, and Jefferson Davis Hwy. have the highest numbers of fatal accidents while Seminary and King have none. Yet, there is no plan to reduce the speeds on either of the west end main routes, Duke St. or Jefferson Davis. The prospect of yet another major route being restricted will force east-west traffic on to Duke street which is already over capacity during the week and dangerous. Reduction of speeds and lanes on Seminary will effectively create a barrier to free movement within the City separating the west end from the rest of the city.

I do not support a reduction in lanes on Seminary. Seminary is not a 'cut-through' road. It is a major artery in the city off of I-395 that is needed in the city. Reducing lanes will have the effect of building a wall between the west end and east ends of the city, force traffic onto side streets and increase traffic on Duke, which is already a much more unsafe road according to the city's own statistics. The safety issues on seminary largely exist west of Kenmore, which will not be helped by reducing lanes between Kenmore and Quaker. If the city wants to improve safety, it should concentrate its effort on the areas where most of the accidents are occurring (duke, route 1, Beauregard). The current proposal to reduce lanes on seminary appears to be aimed at restricting access through one of the city's more affluent neighborhoods for the benefit of those residents and at the cost of the greater community.

Quit making life in our neighborhood unbearable. Quit with the ridiculously low speed limits of 25 mph. Stop taking car lanes and parking spots and converting them to bicycle paths. Stop the cut-thru congestion! Those of us that live in Clover /College Park are seeing a major demise in our quality of living. City officials need to listen to their constituents; stop heeding special interest groups and fringe organizations... listen to the majority of the taxpaying citizens in Alexandria!!!!

Safety for all can be achieved, so why not?

I do not feel that the number of lanes on Seminary road should be reduced.

My strong preference is no change to seminary road. The bike lane will not be utilized and will cause traffic congestion for residents. In addition I walk along seminary several times per week with my wife and dog. I have never felt unsafe and utilize existing crosswalks without issue.

Is the city council actually going to listen this time or just do what they want like the slaughter house.

please avoid wasting road capacity to favor imaginary bicycle demand ... changes to king street is an example of ineffective reduction in road capacity for nonexistent bike traffic. instead consider lowering speed limits for improved safety.

I have biked the stretch of Seminary between Quaker Lane and Frances Hammond school, and it is not difficult to do in its current state. I'm not sure I have ever seen another biker on that stretch of Seminary, so I don't think it would be worth inconveniencing the drivers and investing the expenditure to create bike lanes that would rarely be used, especially when it is easy to bike (in the right-hand car lane) with the current layout.

<p>Generally speaking, bicycle lanes are extremely dangerous for drivers AND for bikers! I don't favor any bike lanes—just have them ride with the regular traffic.</p>
<p>Taking away any traffic lanes on Seminary Road will create extreme backups throughout the area, and will result in angrier drivers more likely to speed when possible, thus resulting in more pedestrian and cyclist injuries. This is a large metropolitan area with large metropolitan traffic that will only keep growing. Taking away traffic lanes would greatly (negatively) impact a large number of people, whereas added bicycle lanes would please only a few. Reducing traffic lanes is not how a smart city meets its growing future.</p>
<p>Way too much congestion as it is to reduce the lanes will make Seminary Road a nightmare</p>
<p>The left turn lane at Quaker should be maintained and longer green lights are need at rush hour. If the new lanes cause backups, Waze and Google maps will direct traffic down St Stephens, Fort Worth, Colonel Ellis and Fort Williams. Measures must be adopted to prevent this.</p>
<p>It seems like the City is trying to convert a through street to a residential street. I like the idea, but there must be some roads that can allow traffic to flow. To me the biggest problem on Seminary is the disregard for the speed limit. I try to drive the speed limit and most cars fly by at a high rate of speed. Speed enforcement could help. The area near Quaker is very dangerous because of the heavy vegetation on the Seminary. There is no sidewalk on the north side of the street and cars typically speed up the hill. Cyclists and pedestrians are at risk there. The Seminary should install a sidewalk which would mean removing some of the vegetation that blocks the view coming up the hill.</p>
<p>Sidewalks are narrow in many places. Having to use them to walk is a bit scary. Tripping and falling in the wrong direction could be deadly. I'd like to have wider sidewalks for bikes and pedestrians to share. Also, there desperately needs to be more enforcement of the 25 mph speed limit.</p>
<p>I am not in favor of any of the proposed lane changes; I implore the City to keep the roads as they are except for it needs to pave them!!!! Why are we discussing widening or lessening the lanes when said streets are riddled with potholes?! it is pitiful to see what the City cares about most - an imaginary safety problem and an imaginary amount of bicyclists who require an entire lane for perhaps five minutes during entirety of a day. I have already ceased using Van Dorn at Park Place for this very reason - the City is causing nothing but traffic nightmares for those of us who have to commute to/fro using Seminary Rd. and it ought to be ashamed to be quite frank. As a resident of the City who was born and raised here and has 'returned home' of sorts to lay down roots, I hope that the decision is made to leave the roads alone and fix them as they are literally broken. The City is for commuters with most folks working outside of it; stop trying to be like Arlington so badly - it isn't built for that!</p>
<p>I am not in favor of bike lanes in the choices above. You have structured the questionnaire to make me choose alternatives that I do not approve of. Not fair.</p>
<p>I STRONGLY OPPOSE both Alternative 2 and 3. Even consideration of reducing lanes -- and creating more auto traffic -- is insane. Enforcement of Seminary speed limits -- like Falls Church does on Broad St -- and reducing pedestrians' ability to cross Seminary not in designated crosswalks, are the 2 most important safety changes I support. Better timing of lights under Alternative 1 could hopefully reduce existing congestion. Alternatives 2 and 3 will create more congestion (your studies showing anything otherwise are shoddy at best) and only serve to segregate the West End from the rest of Alexandria.</p>
<p>I don't regularly go to locations along Seminary Rd as destinations, but when I do I have been concerned with the speed of traffic, my ability to cross the street on foot, and seeing students leaving school and navigating the speeding traffic to reach home or transit stops.</p>

<p>The city should be getting multiple benefits for all public projects like this. We need more safe options for bikes and pedestrians, and these improvements should also be permeable or include bioretention or other green stormwater infrastructure to manage the city's stormwater pollution. Additionally, Air quality matters - plants and other buffers should be utilized to protect pedestrians and bikers from the air pollution cars are emitting. As a city, we should be getting multiple community benefits from development projects to save us all money down the line.</p>
<p>I bike in Alexandria daily. I bike to work, the gym, the movie theater, and to restaurants. I bike more frequently when bike lanes are available. Please strongly consider bike safety and encourage more people to embrace alternative transportation methods.</p>
<p>Why are separate bike paths never addressed? Offering 3 substantially identical choices is cynical.</p>
<p>ZERO need for bike lanes. I can't believe the City is even thinking of more bike lanes, considering that very few people use the current ones. It seems someone (no idea who) has an agenda to cover Alexandria with bike lanes for no discernible purpose other than perhaps personal satisfaction. There has never been a pedestrian safety issue in Seminary since I have lived here. I walk/jog on the sidewalks in the neighborhoods in the area and have never experienced a concern where I felt cars were "too close" to the sidewalks. The City seems to be trying to fix something that is not broken.</p>
<p>Please do not remove car lanes and replace them with dedicated bike lanes. I rarely see bikers on this stretch of road, but I always see congested traffic. Slowing traffic, and making the area harder to navigate during rush hour, would not serve the community.</p>
<p>I am shocked that the city would be considering reducing Seminary traffic lanes. We need all traffic lanes to handle the traffic. The City reduced available traffic lanes on King Street, and some of that traffic is now shifted to Seminary, Braddock and other side streets trying to handle the overload. If the city of Alexandria cannot make better decisions on trying to accommodate traffic rather than blocking traffic or trying to funnel it into narrower and fewer lanes, the citizens of the city will suffer, and the impacts will be in many locations in the city. Please, make some rational choices. To do otherwise will force more of the traffic from main roads onto side roads to avoid the blockades.</p>
<p>Thank you for the time, energy, and effort everyone has put in to making our community safer.</p>
<p>There is so little usage of sidewalks that it would be better to widen sidewalks and either permit cyclists and pedestrians to share the space or give one side to pedestrians and the other to cyclists. It works well in Holmes Run park which can be very busy, so why not here. Leave the four-lane configuration, improve signalling, and improve the sidewalks instead of penalizing motorists.</p>
<p>It is incredible to me that the city is considering this after it totally screwed up - along with our previous congressman - on the traffic fallout from the BRAC location. Cut-through traffic on this road, mostly by Marylanders, is horrendous. Where's that going if you start putting bikes on this road in force? Secondly, I do not remember the last time I saw a bike on either Quaker or Seminary during rush hour.</p>
<p>Make Seminary one lane in each direction. Worked great for King St. Two lanes only encourages drivers to race each other to next light.</p>
<p>I am a resident of this neighborhood who walks most places. Crossing seminary road is extremely dangerous for pedestrians and makes the neighborhood difficult to navigate. Option 3 is a much superior option for livability.</p>
<p>Please do NOT reduce vehicle lanes on Seminary Road; you will merely funnel all that traffic onto Quaker, Trinity and other adjacent streets.</p>
<p>My biggest concern with Seminary Road is that it is very difficult to turn in either direction from Ft. Williams Parkway because it is hard to see fast-approaching east bound traffic.</p>

<p>Bike lanes are not a good option. My husband commutes by bike to work every day and he is adamantly opposed to creating additional bike lanes as they do not increase safety for the biker and create a false sense of security for the biker. Seminary Road is a major artery for getting around Alexandria. Reducing speed limits on this road has already caused increased congestion, especially on Quaker and has increased traffic on cut through such as our neighborhood. It is 10 times more dangerous for pedestrians in our Seminar Ridge neighborhood (particularly St. Stephens) than on Seminary Road. We don't need to further restrict traffic and create even more issues in our neighborhoods.</p>
<p>Please do not change the current configuration of Seminary Road between Howard and Quaker. Traffic is bad enough as it is and this will make it worse, much worse. The congestion we see on Seminary Road westbound closer to 395 (from Howard Street towards the west) will now be extended back to St. Stephens Road and beyond. Please devote your energy and funds to reinstall the fence that prevents jaywalking from Kenmore north across Seminary to the bus stop outside the medical building. This is actually dangerous. The merge of traffic coming from the 395 interchange and the thru traffic heading east on Seminary is dangerous especially when traffic coming down from the "hump" on Seminary turn right onto Kenmore right in front of cars merging left from the lower lanes that go over 395. If you were to adopt Alternative One and narrow the lanes on this stretch of Seminary, assuming a narrower lane means slower speed wouldn't it make more sense to put the wider (and faster?) 13 foot lanes in the center of the road away from the pedestrians and bicycles that will travel on the outside edge of the roadway?</p>
<p>Yes, please consider moving up your construction schedule for improvements. Whatever you decide, beginning construction as school begins, is nuts. Seminary lease traveled during summer months.</p>
<p>Changes are not a good idea. Morning commute would be a mess.</p>
<p>I use Seminary Road nearly every day. There is almost no bicycle traffic. A bicycle lane on each side of the road seems unnecessary.</p>
<p>I am a cyclist but would never dream of riding a bike on Seminary Rd. It's too dangerous before AND after Hooward St. Put good buffered bike lanes on W Braddock instead.</p>
<p>I am in favor of improved safety, but reducing lanes seems irresponsible. Thank you for asking us.</p>
<p>For questions #11, I feel all intersections could use some change and better synchronicity.</p>
<p>Please do not add bike lanes on Seminary Road. It makes no sense and will negatively impact our traffic patterns in our city.</p>
<p>The reduced speeds on Seminary and Quaker have improved safety for pedestrians. There are very few bikers on these roads. Dramatic changes such as eliminating lanes for their benefit is excessive and a waste of tax payer dollars. It will also cause a huge increase in traffic cutting through neighborhoods. This will not only be annoying to residents in the neighborhoods, but is more likely to cause pedestrian accidents since there are likely more peds/children on the neighborhood streets than on the larger thoroughfares like Seminary Road and Quaker Lane. Making these proposed changes would be a big and costly mistake and is likely to cause many unforeseen negative consequences.</p>
<p>I get the sense that regardless of what we, the local tax payers, say in the surveys, the City will move forward with making Seminary Road a two lane road with bike lanes. I work at home and on weekdays, I see a handful of people using the bike lanes on Janneys and King streets since the addition of bike lanes. Additionally, the City Transportation folks are planning as if Alexandria residents live and work just a few miles away from home so they should bike or take public transportation. In reality, families with school aged kids are doing what I am doing</p>

<p>most afternoons. I have 3 kids and in the afternoons either my friends and I are carpooling our kids to and from practices/games/activities from TC Williams, Hammond, Minnie Howard, GW Middle School, Witter, Jefferson Houston, Patrick Henry, Old Town, and down the GW Parkway. We moved into our house in 2012, and each year, we have had to add additional time to get to afternoon activities. Even though biking and public transportation sounds great, it's not realistic for many families with kids who need to bring equipment and gear to practice/games/activities. Plans are renderings look nice on paper, but I highly recommend the City Transportation Department folks to hop on a bike and ride on the bike lanes in rush hour traffic.</p>
<p>Reducing number of lanes on Seminary makes no sense to me. I do think improving intersection at Quaker & Seminary (for traffic flow) and Seminary & St Stephens (for crosswalk safety) would be wise.</p>
<p>Please stop with the waste of money on bike lanes that no one are using. Enforce the speed limits and people who don't stop before turning right into Quaker and stop making everyone go 25 mph down lengthy 4 lane roads.</p>
<p>make sure the connections to other bike paths/lanes are made so it's a real network, and a real option.</p>
<p>I am NOT in favor of any changes to the roadway.</p>
<p>These questions sure make it seem a foregone conclusion you want to make seminary one lane and full of bike lanes. I don't see that many bikers around to even warrant the amount of bike lanes and speed reductions that keep happening in Alexandria. I don't see any of these changes curbing cut through traffic either. I care about maintaining access to the highways and Alexandria hospital. I also don't see hoards of walkers out to warrant a whole question about keeping cars away from pedestrians. It feels like these questions are only there because you want to make these changes and you think most people don't want to say they aren't interested in making Hammond safer or keeping pedestrians safe. I would like stop lights at both ends of fort Williams parkway, but otherwise leave seminary road as is.</p>
<p>Creating bike lanes doesn't make a street safer. Nor does it decrease the number of Maryland drivers coming through the neighborhood during the AM/PM rush. Don't worry about bike lanes and figure out how to limit traffic and slow down out of town drivers who don't recognize the fact that they're driving through a community.</p>
<p>Please return the speed limit on Seminary Road to 35 mph. A 25 mph speed limit is absolutely unsafe and not appropriate for Seminary Road. Also, there is far too much police presence in this neighborhood! This is the United States of America, not a police state! Why should I have to feel like I live in a police state? This is completely inappropriate for a free country. It is also inappropriate for police vehicles to entrap motorists using church or synagogue properties as hiding areas. This is a grossly inappropriate relationship between church and state.</p>
<p>Do not reduce car lanes for bikers. King Street is a mess and has not shown increased biking use. There is NOT a safety issue currently on Seminary Road - I drive that road multiple times a day. If you're worried about speeders then police and ticket more often. I rarely see police there!</p>
<p>There are no bikes in this area and yet traffic on Seminary is heavy during rush hour. To take away lanes would make a tough commute even tougher and make the air quality for the neighborhoods worse.</p>
<p>The 25 mph speed limit on Seminary is already absurd. Reducing the number of lanes FOR NO GOOD REASON would be even more so. Our City must be overstaffed if we are fixing problems that don't exist.</p>
<p>Those who live on Seminary lane will want minimal traffic and maximum police patrols, but Seminary Lane is a major artery for many people who also have needs - like getting to and from work in a reasonable amount of time. Their needs must also be considered!</p>

<p>I am a very moderate person, not someone inclined to leave comments in the comment section. However I have some familiarity with survey design. This survey seems designed to encourage specific answers and - even worse - provide data to support ideas that voters do not support. I have zero support for alternatives 2 and 3 above - however using this survey, you will be able to say that I ranked alternative 2 as my second preferred option! You should instead ask voters which options would we support full-stop. Also, I am a driver who typically drives below the speed limit - and the questions above ask about how important traffic speed and the safety near schools - issues that are important to me and certainly most - but NOT in this area of the city where speeding is rare and tickets are common. You should aim to review your surveys for bias before sending them to the population. Also, why are all questions required?</p>
<p>How can we even talk about overhauling a road that doesn't even receive basic maintenance NOW! It's like driving on the surface of the moon. How can we be assured this won't happen with the new road?</p>
<p>I live in the West End of Alexandria and it already takes 20-40 minutes to commute into Old Town and other parts of the city at moderate to busy times of the day. Reducing lanes on Seminary is going to increase gridlock and increase these commute times, making it more likely I will take my business to Arlington or Falls Church for shopping, restaurants, entertainment, etc. instead of dealing with the increased hassle of commuting to other parts of the city of Alexandria.</p>
<p>I would also like to see improved bus stations at each stop. The bus is infrequent and waiting there for so long is uncomfortable and unsafe. Also the intersection / bus stop at fort Williams needs especially well designed safety measures because the hill creates a blind curve effect when trying to gage traffic.</p>
<p>Please get traffic moving. Increase speed limits. Keep multiple lanes in both directions so cars can safely pass. Remove No Turn on Red signs. All of these should apply throughout the city. Add a right turn lane from Seminary onto Quaker Lane so traffic moves and doesn't get backed up.</p>
<p>The speed limit on quaker lane should be increased, 25 mph is too slow and unnecessary.</p>
<p>What we have is fine. Don't change anything. 21 year resident.</p>
<p>Need a plan to reduce cut through on Janneys Lane to Taylor Run. Bike lanes would not add any improvement in traffic flow and very few people bike up the hill on Seminary. Braddock Rd would be more amenable to bike lanes</p>
<p>Streets with cars are no place for bicycles. Similarly, shouldn't there be bicycles on I-395 ?</p>
<p>I find it very troubling that in a busy urban area like ours, we would even discuss the idea of taking Seminary Road down to one lane in each direction. I support sharing the road, but oppose reducing lanes. The safety data do not back up this proposal.</p>
<p>Not enough people biking to justify these costs. There are very few traffic deaths... those resulted from late night incidents.</p>
<p>I almost got hit by a car</p>
<p>I think statistics on use for the King Street reduction should be advertised first before a decision. Bike usage, I have yet to see a rider using them, and typical transit time during high volume periods and what the impact will be for the proposed lane of Seminary Lane. The proposal is shrouded in altruistic safety jargon but it will chokepoint a thoroughfare for a minimal need that hasn't shown any usage demand compare to the need for maximum travel lanes.</p>

Reducing driving lanes on Seminary will only add to crazy drivers cutting through neighborhoods and increase traffic jams. The King street backups at the school have made dangerous driving for kids getting in and out of TC Williams due to the lane reductions. Dangerous left turns for those who have waited extra long to turn get aggressive and endanger pedestrians. The traffic signals at the school for release only let out 10 cars each light cycle requiring nearly 5 light cycles to get out of the parking lot. The police force has commented that the King street reduction in lanes has messed up traffic throughout the city during a meeting I attended. Bicycles do not use the bike lanes on King street either. I challenge you to count how many bikes use them in a single day. It would number less than 2 dozen. Gridlock in the city will only get worse and to choke out a major east-west artery will endanger neighborhoods, pedestrians and add to the ever increasing gridlock in the City of Alexandria .

Please do not reduce the number of lanes.

Alternative #3 is an absurd option given the low number of bicyclists relative to automobiles on this route. Unacceptable and unrealistic plan for this community.

It is VITAL TO MAINTAIN CURRENT LANE CONFIGURATION SEMINARY ROAD. To impede vehicular traffic in this area is totally irresponsible and a recipe for road rage.

The gridlock and back ups on Braddoc Road from Quaker Lane to the Braddock Rd Metro and the 7+ block back ups on Qiaker to Fuke and Seminary to King are the direct result of the crazy lack of having streets efficiently move all people. There has been greater emphasis/value place on the relatively fewer - two wheeled transportation users than the greater number of pedestrians and vehicles combined. The vehicles and pedestrians cannot run stop, sign weave through stopped traffic but bicycles can with not tepercussion of law enforcement. This inequity is the direct result of choosing matching grant funding project over the interest of the majority of citizen users.

Please do not curtail vehicular traffic flow on Seminary Road! This is a solution in search of a problem. By your own statistics this is not a dangerous stretch of road.

I am an avid cyclist and have been for years. BUT -- turning a major, heavily traveled street into a two lane road to add bike lanes is extremely ill advised. The major issue to so many of we Alexandria and nearby town residents is traffic congestion. As much as I love the bike and cyclists there is no way adding bike lanes could possibly improve congestion. If safety is really the issue - put in additional measures and enforcement to cut down on speed and dangerous drivers. The 25 mph limit on Seminary was a good idea - BUT its poor implementation and lack of enforcement have turned Seminary into a much more dangerous road. Those of us who mind the limit are constantly threatened by tailgating, light flashers, and aggressive drivers. We were safer with the old speed limit.

The unimpeded flow of auto traffic far outweighs the need for bike lanes.

Please don't reduce traffic to one lane on this street. It is turning into a nightmare to get around Alexandria for children's activities for school and rec programs with the traffic congestion created by diminishing lanes on major thoroughfares. Our family cannot participate in these ACPS and Alexandria city activities via bus or bicycle and Seminary Road is a major destination for many of them.

I am in favor of bike lanes on Seminary Road. Options 2 or 3 are fine for me. There is a lot of opposition to Options 2 and 3, so I think Option 2 would be a good compromise between the three. I cycle weekly on Sunday mornings in a bike group. We try hard to avoid Seminary Rd as it is not bicycle friendly like Braddock Rd. One option not mentioned is Option 1, where the wider lane #1 is a combo bike / car lane and bikes can take the full lane. This might be a second compromise over a dedicated bike lane.

I've lived in Seminary Ridge since 2010 and have virtually never seen a cyclist (ditto King Street up and down the big hill). Repave Seminary Road and be done with it.
I live on Seminary and it is not safe. I cannot pull out of my driveway. Please make changes to make it safer
I am excited about possible improvements.
Why is every major decision in our city driven by the tyranny of the minority and rarely have any data to support it? Also, why are emergency services and the hospital not major focuses of these discussions?
Thank you!
The current traffic management design for Seminary Road is the best compromise for the greatest number of people
Don't squeeze commuters as was done on King Street! There are many destinations along Seminary Road that require car transportation! Take a look at the increased traffic on N. Quaker Lane between King St. and the exit to 395 if you want to "fix" something.
Sidewalks really need to be improved, and people fly by when you try and turn in any direction. People treat this like a normal highway.
I don't think adding bike lanes are important on this stretch of road.
I'd prefer NO CHANGE other than repaving. One HUGE improvement would be to fix the merge lanes from the 395 off ramp and east bound traffic on Seminary at Kenmore Avenue. The right turn lane at Kenmore seems to have been closed off tho many cars use it, and the lane markings on the street are misleading in that they create the image of 3 lanes down Seminary when in fact the right lane ends at Library Lane.
If you reduce seminary you're going to push terrible traffic into the neighborhoods on both sides please don't do that it will be on the safe and result in making the city less livable as more people spend time in the car polluting our environment
PLEASE LEAVE SEMINARY RD AS 4 LANES! You will create traffic and chaos in other areas. You are not going to change the number of drivers but will force them to even smaller streets. You are also going to make Van Dorn more congested because drivers will use that to get to Duke St. You are going to create an unsafe environment where there are more people of lower income instead.
As Dean and President of Virginia Theological Seminary, we need access to the 1/5th of our campus on the other side of the street. Traffic calming measures are desperately needed. 3 is the only safe option.
Have lived here for 47 years ! I know seminary road is a very safe road. I use it multiple times each day from early morning thru the nighttime hours. It works fine!! I do know that emergency vehicles ambulances & fire engines go up & down seminary road !! From my house the Alexandria hospital is only one long block away !! It is vital to have a lane to the rt so the emergency vehicles can pass!! This happens with frequency & everyone responds quickly & orderly. I cannot emphasize how truly important this is !! Seminary road leads directly to the Alexandria hospital! It is imperative that ambulances can get there without delay & enough lanes that allow people traveling in cars to get to this hospital as quickly as possible !!!! We have schools, fire dept, temple & churches , large professional bldg, BRAC building hotels & homes that are on this road or feed off this road !! For all of us that need & have to use this road daily to get to & from work , schools , hospital . Hotels & our homes we deserve to have a road with enough lanes to allow us to get where we need to go without stress or horrible delays !! Leave it like it is or widen it to 6 lanes !! Fewer lanes will cause real problems & a unsafe road !!
I prefer not to see bike lanes added to this stretch of road. This is a highly residential, single family home area where biking is not the predominate mode of transportation. I thought the King street lane reduction was ridiculous. I feel the same way about this possibility.

<p>Areas are already sufficient for pedestrians. No one in my family walks, rides a bike or scooter to work. This city needs to listen to the vast majority who do not support our roads shrinking to accommodate a few.</p>
<p>With regard to traffic congestion in Alexandria, can the City of Alexandria sue GPS providers, such as Waze, to prohibit them from suggesting residential streets in our town as routing options to their subscribers? I think GPS providers are a good service and i in fact use Waze, but I am learning that often the GPS device suggests a route through a town or residential area and the resulting time savings is only a minute or two and directs my vehicle into residential areas that I would normally not commute through.</p>
<p>I travel Seminary Road at 5:30 am in the morning as well as rush hour and throughout the day. The road has heavy traffic at various times. One lane in each direction will cause a major backup to an already heavily conjested road. In addition, I hardly ever see bicycles on Seminary Road therefore I do not think bike lanes are necessary.</p>
<p>Establishing biking lanes for the vast minority is absolutely idiotic to anyone who has to travel in that direction and will only divert already crowded roads on Duke and Braddock that parallel Seminary. No one should support the changes suggested. Bikes have shared the roads for decades and no amount of safe lanes will make them any more or less safe. Period.</p>
<p>Money is short,Alexandria needs school and sewer improvements as top priority</p>
<p>This is a major route to the hospital. Causing traffic delays on this road is a terrible idea. Any reduction in vehicle lanes will be a mistake. We need roads that cars can actually drive on. We have very low accident rates in the city, but the gridlock is getting much worse.</p>
<p>hardly anyone bikes; this is single family housing; not young singles who might bike to work; people need to get to work and do errands in minimal traffic. don't make it harder and create problems that didn't exist. Biking is for leasure on the bike trail.... traffic in Alexandria is already made more difficult by bad design. ie narrowing of road to one lane on Russell rd, one block before intersection with King so that during rush hours people who want to turn left onto King, can't because they have to wait for many light cycles because most people going straight or turning right.</p>
<p>So long as Alexandria attracts two-income families with children, individuals will need personal vehicles for the combined trips necessary to manage families. Many people - me included - have to combine trips to drop off children, run errands (grocery, pharmacy, dry cleaners) to and from work. A bicycle is totally impractical as is public transportation. I travel Seminary Road multiple times a week and do not see the "problem" the city is trying to "solve." Alexandria is not, and will not be Amsterdam. Keep bicycles away from cars! It is NOT safe for them to share the road - ask any physicist. A cyclist will lose any interaction with a car regardless of reason. Leave Seminary Road ALONE.</p>
<p>First I lived by king street. The changes IMHO are wonderful and were desperately needed. Same thing should be done with seminary rd</p>
<p>Seminary Rd is a critical commuting road that is not a problem now but changes certainly will make it one!</p>
<p>The usage of bikes is minimum and I rarely see people walking on Seminary Road. It has been a safe road not fatalities on that road. Don't snare up the traffic on this road as you have on King and others and please don't say you are trying to do this for safety reasons, we know that is not true. Alexandria is one of the most traffic safe cities and we don't need expensive changes where none need to be.</p>
<p>Reduced speed limits near high pedestrian used stretches of Seminary Rd, high profile pedestrian walkways & curb cut out bus stops are MUCH MORE PREFERRED than reduction of the number of vehicle lanes.</p>

PLEASE DO NOT ADD BIKE LANES. Seminary Road is too busy. We will spend way too much money on adding bike lanes for such a tiny amount of people to use them. They will be a waste of city resources.
Traffic already backs up in this area and honestly, I see very few bikers. I drive this area daily and to narrow the lanes for drivers will be a disaster.
The King St reduction of lanes and addition of bike lanes has been frustrating. It requires an additional 30 minutes to get from my house near W Braddock to the other side of town Duke St or Telegraph road during rush hour after the king st changes were made. I don't have the luxury of riding a bike with my kids and carpool friends to the other side of town for their after school activities. Reducing lanes in our area is disastrous.
There is not evidence of vehicular involvement in safety issues to support a serious safety concern on this section of roadway.
no
Please leave 2 lanes in each direction. This is a major cross-city thoroughfare and route to hospital.
Seminary Road is a major east-west route for Alexandria residents. Reducing the street to fewer than two lanes in each direction would cause traffic jams for everyone, particularly at the intersection of Seminary and Quaker Lane, which is a frequent problem spot now. I strongly oppose any reduction in the number of lanes. I would like to see a pedestrian-operated walk signals at St. Stephens Rd and Fort Williams Pkway, as well as any other places where it would improve pedestrian safety, but not significantly affect traffic flow.
We don't need more bike lanes. Existing ones aren't being used. On the other hand, cars are being used plentifully and cutting through neighborhoods to avoid streets that have been slowed to a crawl because of "traffic calming."
don't favor option 2 or 3 at all. only favor option 1.
The left hand lane at Quaker and Seminary heading east, should be straight and the right had lane right hand lane right turn only.
Improve cross walks, increase speed enforcement. Reducing the number of travel lanes will only increase cut thru traffic. Getting out of Fort Williams to head west will be extremely difficult in option 3 if someone is turning into Fort Williams. Visibility there and at St. Stephens is poor due to fences and shrubery. Don't let the vocal nature of the very few people that live on Seminary drown out the rest of us who use the road every day. It is not that dangerous a roadm, that data proves that and does not support the change. People don't walk on seminary to go places, there is no place to really go. central Alexandria is not del Ray, Rosemont or Old Town, it is much more suburban in nature that requires the use of cars. I would need to walk almost a mile to the nearest bus stop, and I'm not going to do that. I usually don't have that kind of time to walk a mile, wait for a bus and then walk some more to my final destination. If I was to take public transportation to work, total elaped time is over 1.5 hours and cost \$7 each way. I can drive in 20 - 30 mins and I park for free.
I am not in favor of any changes to our streets
We need to improve traffic congestion on Seminary lane, not increase it by adding bike lanes.
The existing and newly instituted bike lanes on King St have been disastrous for homeowners and local commuters. Stop penalizing tax-paying residents for the benefit of others' (overfunded and underutilized) recreational use. Traffic is already horrible. You can't take away lanes without creating well-appointed alternatives. In doing so you are frustrating the majority of citizens who travel on and fund these same roadways, raising the level of rage on these overly congested streets and creating more division and intolerance between drivers, pedestrians

and recreational users. It's poorly designed and is yet another example of the City's complete failure in its prioritization of residents' needs and appropriation of taxpayers' funds.

I have three children who love to ride their bikes; we live very close to Seminary Road and I think it must have bike lanes as part of the repaving.

All of us who live off of Seminary and Janneys will suffer if you take away lanes on Seminary, and sending all the MacArthur kids to Patrick Henry will mean 700+ more kids traveling up and down Seminary on a regular basis. Even if they are bussed to and from PH, there will be many more parents traveling Seminary during the day to and from the school, Commuter traffic is already bad on Seminary. My 90 year old mother and my 92 year old father can't use bike lanes, no matter how many you install, you just make it harder for them to get around. And I'm sick of cut-through traffic that sees wants to get to Duke Street through our neighborhoods rather than staying on the agonizingly slow arterial roads.

No need to change most all of Seminary.

better speed monitoring is needed for options 1 and 2 above, as well. Option 3 will cause unnecessary backups and gridlock.

Our driveway is right off from Seminary Road and we have lived in this address for almost 27 year and 44 years in the city of Alexandria. I have only seen and heard about minimal accidents ONLY a handful of times. Seminary road is one of many thoroughfare road from 495, to Telegraph, to Duke and Quakerlane. Minimizing the Seminary Road both directions will congest traffic to a standstill during rush hour. I am already having issues getting out of my driveway during morning rush hour because of high traffic! Coming home from work is just as bad, I have to cross the opposite lane to get to my driveway. Now imagine the the back up I will be causing because of the one lane the westbound driver are coming from. This will cause extremely impatient people and may cause even more accident because they will want to go around me! I am already frustrated with the high traffic road in Seminary! Remember, I live off Seminary Road, therefore I have high visibility of the car traffic conditions and pedestrian/bike riders ratio. I can tell you that the bikers are hardly anywhere in sight during traffic hours. Pedestrians are minimal mostly crossing the street safely other than those few at Kenmore that crosses at the bridge area, however since its an exit to 395 that would be silly to change that area into one lane each way. Most times when I do see bikers are during the weekends when rush hour is not about and they are leisurely riding around for fun as a posed to riding to work. It would be ignorant to assume narrowing a major thoroughfare would decrease car drivers. From me having first hand knowledge of commuters, they do not work and live within a couple miles from thier jobs. Riding a bike to work would be impossible for the majority of commuters. Im sure as hell not riding a bike to my work which is about an hour long in traffic. I do not understand narrowing of the roads when minor accidents are far and few inbetween. If anything I would expect my tax dollars to improve pedestrian crosswalks, such as flashing lights, bright markers and fixing potholes. I am very upset that considering narrowing Seminary Road was ever put on the table. I am already frustrated with the traffic to get to work and back. Why make make it worse by narrowing lanes for people who live off Seminary and the majority of drivers who commutes through Seminary? I vote absolutely no change to be done on Seminary Road! Please contact me if needed. Thank you.

Pls do not reduce drive lanes for either bicycles or turn lanes. Consider the greater good, not a tiny minority.

Thank you for prioritizing safety from vehicles (and their pollution!) over the car industry's profits & the impatient crowd of drivers.

Traffic on Seminary Road is already congested. Transforming this into one lane going east and one lane going west is unthinkable. Instead improving flow should be the primary consideration.

In the 45 years I have lived in this neighborhood have seen only a handful of bikes being ridden in Seminary

Seminary can either be a comfortable neighborhood street or an unpleasant cut-thru mini-highway. I prefer the former. The 3-lane option provides a refuge for pedestrians and drivers turning left out of side roads. It also buffers pedestrians and provides comfortable facilities for cycling. Many critics of a 4-to-3 seem to rely on the premise that traffic would significantly worsen, despite the presence of existing single-lane choke points. I strongly encourage the Quaker intersection be upgraded with a long right-turn lane from Seminary eastbound to help keep traffic headed straight onto Janney's or left onto Quaker moving.

more enforcement of speed limits! people speed, and there doesn't seem to be any consequences to those that break the laws. I'm a realtor and drive a lot. I would like to see more enforcement of traffic rules, including no speeding, stopping at stop signs, and no aggressive driving like cutting people off and weaving in and out of traffic.

Eliminating lanes on Seminary is a terrible idea. What you need to do is eliminate the cut through Maryland traffic from BRAC, which is clogging the roads on Seminary and in Clover College Park. It's almost impossible to get out of my driveway on Janneys during rush hour as Maryland drivers use our streets to avoid 395. Everything you have done so far just makes it worse for residents. I don't know who you think you are helping with road diets, but it certainly isn't the residents who have no choice but to drive to get groceries, go to the doctor and hospital, and get out of Alexandria as needed. I can't go to N. Arlington residential area by bus or bike (I'm past the age of biking). I have to drive.

Reduced speed limits from 35 to 25 - a terrible mistake. Most drivers ignore the 25 speed limit making it unsafe for those who do. Not worth the change!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

As a Seminary Ridge resident of 11 years, I have only seen traffic increase on Seminary Rd. The challenges, I see are illegal pedestrian crossings just west of Library Road to get from the apt complex to the strip mall - rather than walking down to the stop light to cross at the crosswalk. On my morning commute there can be up to 24 cars (12 in each lane) at a stop light headed west from Quaker toward 395. If we go down to 1 lane, it will take 2 - 3 times at the light to clear the intersection. Idling cars and buses waste fuel. Additionally, the medical building entrance off of Library Road creates a "block the box" situation with cars continuing through the intersection after the leading green light has turned red. Because they can't turn into the medical building parking lot fast enough, they create grid lock by running the light and then being stuck in the intersection after the light has changed. Lowering the speed limit was a great idea. Additionally, reducing the number of lanes of traffic will almost certainly impede the ability of rescue vehicles traveling west to get to Alexandria hospital. Drivers will have no where to go to get out of their way and with the expected traffic back-ups, I have to see this as a public health issue. Any reduction in the number of car and bus lanes on Seminary will feel to those of us who live in the neighborhood as if City Council simply does not care about us, our opinions, our daily experiences, or our quality of life in Alexandria. Thank you.

I rarely see bicycles on this stretch of road. I'm wondering why we're taking such consideration to give them 2 lanes when vehicle traffic backs up for miles as it is currently and you want to reduce lanes for the bulk of traffic. How does this make sense. I commute with children. I'm not anti-bike like the city seems to be anti-car, but this seems insane. I'm all for pedestrian safety and it seems like 2 lanes and additional turn lanes, plus additional safety measures for pedestrians makes more sense at Quaker and Seminary than adding bike lanes.

Bike lanes are rarely used! We do NOT need them!
It would seem to make sense that before we start mucking with the layout of the road, the City should see what changes have occurred by the 10 mph reduction in speed limit brings out by coming out with a coordinated enforcement action plan. Doing that would likely address the vast majority of complaints that the community has about the roadway.
The discussion I see on nextdoor.com suggests that some residents and others do not understand the concept of "complete streets" and think streets as created roughly 70 years ago should remain as they are forever, a kind of car-entitlement attitude. I will admit I only use Seminary Rd when driving as a way to access 495 heading towards MD. It should be fine if I am slowed down, but I am not even sure that would happen, really. Thank you.
Reducing the number of lanes on Seminary Road will have a devastating impact on the quality of life in the West End. It is not necessary - the speed limit is already a strictly enforced 25 mph. Everyone in my neighborhood that I have spoken with - and there has been much discussion - is opposed to this road diet nonsense for Seminary Road.
The light at St Stephens road is out of sequence, the turn signal should be the same in both directions at the same time(not so now). It also needs a walk light in all directions crossing (not so now) . Children going from upper school to middle school need clearer signals as they uses this intersection many times during the day. I also have concerns about emergency vehicles getting through this congested road to the Hospital or Fire and EMT to and from emergencies. It has become extremely congested since the Brac building was completed. Narrowing the lanes of traffic will only increase the delay for emergency response. Cars still need to drive this route!!!
We all know that this bike lane **** is a political move, as we have a mayor and several high level bureaucrats who love to ride bicycles, even if it is to the detriment of the people who live and work in the area. This is just another example of the City of Alexandria wasting money and trying to do social engineering. If you have money for this, why did we have to raise the taxes to pay for deferred sewerage treatment facilities?? This is pure *****.
Reducing Seminary to 2 lanes is never going to work. It's really a terrible idea and will cause lengthy backups.
I don't believe that the problem is the vehicles/traffic. My experience is that the bikers do not follow traffic laws; they ride through stop lights, they ride on both the sidewalk and street going back and forth between them, and they do not signal what they're going to do. If we don't hold the bikers accountable for traffic laws, creating lanes for them and hindering vehicle traffic is just going to make everyone miserable.
No
To truly be an "EcoCity", Alexandria needs to make sustainable mobility options like biking, walking and transit not just "safe" and "possible" but "efficient" and "enjoyable".
I would prefer alternative 3 only if the speed limit is increased to 35 miles an hour. If the speed limit is kept at 25, then I prefer Alternative 1.
I drive this road daily. The dangers for pedestrians and cyclists would be minimized greatly with more enforcement of the 25 mph speed limit!
The speed limit has already been reduce on Seminary Road between Howard and Quaker from 35 to 25 mph, which while I appreciate is for safety concerns (as I am an avid runner and biker), at times seems very slow for a main thoroughfare from 395 into Alexandria proper. Decreasing the lanes from 4 to 2 would result in a traffic nightmare for the families (like mine) who live between Howard and Quaker off of Seminary Road (I live off of St Stephens Road). Every single AM and PM rush eastbound traffic on Seminary is already backed up from the

<p>Quaker light up the hill to the Seminary. Reducing the road to two lanes would result in twice the back-up, potentially preventing access to the Seminary Ridge neighborhood off of Ft Williams and St Stephens Roads. From someone who bikes daily throughout Alexandria, the stretch from Howard to St Stephens on Quaker Lane does not demand bike lanes at the immense expense to vehicular traffic.</p>
<p>There is no basis for assuming reduction of lanes will provide a safety benefit to pedestrians or cyclists because there is no record of any safety issues for these groups on that stretch of Seminary Rd. There is good reason to believe that any reduction in vehicle lanes will create traffic problems. To proceed with such a plan is, therefore, irrational.</p>
<p>Adding bicycle lanes to reduce the number of automobile lanes on Seminary Road is insanity. Duke Street is already gridlocked at numerous times through the day - impeding the flow of traffic on Seminary to add bicycle lanes is a ridiculous proposal. The bicycle lanes on Taney Avenue are very rarely used . . .</p>
<p>Most days I walk somewhere on Seminary Road, and my children walk up and down every day, going to school, the school bus stop, and to play with friends. I am most concerned (by far) about the safety of pedestrians and the speed of vehicles on Seminary Road.</p>
<p>I feel strongly that we need to improve this corridor for pedestrians and cyclists. In its current condition Seminary road is not safe for adults or children.</p>
<p>Messing up Seminary Road, in the way TE&S messed up King Street around TC Williams, is counterproductive and will only exacerbate traffic and worsen safety. Enacting the preposterous alternatives 2 and 3 will prove to local residents that those responsible in City government do not care about the needs of local residents, and are only beholden to the much narrower, parochial interests of the local biking lobby. Local residents, who are actually directly impacted, look forward to holding City officials accountable for their actions.</p>
<p>What are you trying to fix? Why is not keep the plans and improve the signals the cross walks add additional lights.</p>
<p>Sidewalk needs to be continuous on seminary side of road near Quaker. I often jog around the seminary while the kids are at soccer or tennis classes on Braddock and have to cross Seminary in the middle of the block to get to the sidewalk or run on the grass.</p>
<p>Please make Seminary Road safer for me. I have my learner's permit and Seminary Road is a dangerous road for me. I am very afraid to pull out of my driveway.</p>
<p>please dont make any changes to the lane configuartion! You are trying to fix a problem that doesnt exist</p>
<p>Do not add designated bike lanes. We need to maximize car travel potential to and from the city's hospital and the fire station. Bike lanes have been massively overdone in our city - the ones in front of my office on Slaters Lane cause car jams and are rarely used by bikes. Bikes belong on trails - the roads should be reserved for the cars who pay for them with fuel taxes. If the city wants bike lanes it should consider an annual \$500/bike plate fee, offset by a property tax cut.</p>
<p>Should there be only one lane eastbound and since my work is located on St. Stephen's Road, I may be forced to cut through the Seminary Hill neighborhood from Duke Street. This may mean also that I would have to make a left from Duke Street onto Fort Williams when I am not allowed to do so (between 7-9 a.m.). Unfortunately, if there were only one lane eastbound between Howard and St. Stephen's Road, there will be an abundance of cars. Many times when I am driving that stretch of road, both east bound lanes are full of cars -- many of which pass St. Stephen's Road and head on to N. Quaker. I do want to add that in my nearly 20 years of using this stretch of Seminary Road daily, I rarely see bicycles...I am not sure why the City is working on this stretch of Seminary. Problematic areas and backups occur around Hammond. Why not focus your time/resources on organizing Duke Street eastbound onto the highway (by Bishop Ireton) and create a clear right turn lane into</p>

<p>Witter Park so that local citizens using the fields each afternoon are not stuck in traffic behind Maryland drivers who are just trying to get to 495? Additionally, for those of us in the West End who have lived with construction for the past 2 years in and around Patrick Henry, I would suggest that you all do everything in your power to alleviate traffic headaches each morning (7:30-8) and figure out how to ease the traffic burdens around us when/if you have McCarthur students heading our way as well next year. These items should be priorities.</p>
<p>Seminary Road is a principal east-west route for everyone living in the immediate area (Seminary Ridge, the Seminary, Beth-El, etc.) Reducing the current arrangement to less than two lanes in each direction would unnecessarily impede traffic flow for all of us, with the greatest impact likely being making the eastbound backup situation at Quaker Lane even worse than it is now. I strongly oppose any reduction in the number of lanes. As a frequent walker, I think a pedestrian-operated (on demand only) walk signal at Fort Williams would bring greater safety and convenience to pedestrians, while adding minimal disruption to the traffic flow.</p>
<p>Narrowing the existing four lanes to 10 feet wide will slow traffic and allow for additional clearance between the sidewalk and traffic. With additional risk mitigation, including installation of pedestrian activated flashing crossing lights in the pavement, flashing signage and better crosswalk marking at current crosswalks, adding an on-demand traffic light at Ft. Williams Parkway and increased speed limit enforcement, will address the safety concerns without adding to traffic delays.</p>
<p>I oppose the narrowing of Seminary Road as part of the Alexandria Complete Streets Program. We need to keep the current four lanes on Seminary open to vehicular traffic. Please, do not change anything. Otherwise, it is going to be a disaster during the rush hours in the morning.</p>
<p>Seminary Road is a vital transportation route for commuters to DC. I have been driving this route for 20+ years. Any diminution to current lanes will simply funnel traffic to other streets, to detrimental impact. BRAC has already negatively impacted our commute; don't pile on by cutting Seminary throughway. Keep in mind, please, that there are only a handful of houses on Seminary who have created an outsize voice, along with a handful of bikers. If you change Seminary lanes, buses for MacArthur, Hammond, TC Williams, SSSAS and other schools will be forced to add time to their routes to the detriment of students.</p>
<p>I am adamantly opposed to reducing lanes. If safety is a concern there should be increased police presence to reduce speeding and illegal pedestrian crossing. Often I see pedestrians illegally crossing my he street, instead of using the crosswalk, causing unnecessary danger; especially near Kenmore Ave. Perhaps TES should explore the prevention of illegal pedestrian crossing. Additionally, creating bike lanes that land in busy roads that don't have bike lanes will not increase people using bikes as their mode of transportation.</p>
<p>I am concerned that Vision Zero is being hijacked by the Bicycle Lobby and that the City is complicit.</p>
<p>Please fix the pot holes. Unacceptable how bad it is on this route.</p>
<p>If seminary is reduced, traffic from the Quaker/Seminary intersection will back up much further, making it more difficult to turn left off ft Williams. Bike lanes will only be used by a few, while the double car lanes are used by all.</p>
<p>Reducing the road to two lanes would back up traffic into Janeys lane. I already sit in traffic here trying to get my kids home from school after daycare, this would just make it worse. It would also encourage traffic cut throughs in our neighborhood, an issue we already deal with too much. I feel like our city council has been bought off my special interest groups. Between this proposal and the approval of the slaughterhouse less than .4 miles from my house, you are basically showing you don't care about residents and what will negatively impact us. Please do not reduce land count on Seminary!!!!</p>

I am frustrated with the focus on this over other more important issues in our city I think this is not data driven - the city council responds to anecdotal information and responds emotionally - the traffic accident data does not support these changes in my opinion I do not think input is evenly sought by residents who agree or disagree with any given issue

The addition of bike lanes on Seminary Road would be a major mistake and make the traffic situation there exponentially worse. Try going straight thru the light at Seminary and Quaker (going eastbound) anytime between 2:30 and 6:30. The traffic back up is a major problem. Adding bike lanes would not only exacerbate this situation but also jeopardize the safety of cyclists. King Street traffic has become so much worse since the bike lanes were added there. (And many people comment they rarely if ever see the bike lanes being utilized). Read the recent Alexandria Times op-Ed by Bill Goff. The cut thru traffic in the area has hit an all time high. Adding bike lanes would be extremely frivolous and foolish at the expense of thousands of people who have the navigate the already horrific traffic.

I do not want any changes. King street is a disaster now that it's been changed. Traffic will be worse under these alternative plans.

Please consider what the actual safety risks are before making major changes to a busy street where traffic consistently backs up with 2 lanes in each direction. The problems are pedestrians not crossing in the crosswalks and bicyclists weaving around traffic and not obeying the traffic laws. I drive on this section of Seminary daily and these are the actual safety concerns - not the ones presented by the city.

Hospital location is important to access with 4 lane roads and with all the school, cut thru traffic on Seminary it would senseless to reduce the lanes for emergency vehicles to have access

1. For at least four hours per day, Seminary Road is a busy commuter thoroughfare for traffic bound for downtown Washington, DC. Most of the 9,000 cars per day travel during this period. During this time of day, traffic bound for I-395 will flow more safely without any bike lanes on Seminary Road. 2. Young children will never be safe driving their bikes in bike lanes on Seminary Road on Monday to Friday during rush hour. Therefore, bike lanes on Seminary Road will potentially benefit only experienced bike riders at this time. 3. Seminary Road is unlike North Howard Street, which is a relatively quiet residential street connecting Seminary Road to Braddock Road and Fort Ward Park. Seminary Road is a busy connector road providing access to I-395 to traffic arriving mainly from several connector roads and from residential properties bordering both sides of Seminary Road. There is a constant ingress and egress of traffic between Seminary Road and Quaker Lane, Fort Williams Parkway, Fort Worth Ave, North Jordan Street, Kenmore Avenue and the homes bordering on Seminary Road. This creates hazardous driving conditions for bikers on Seminary Road (with or without bike lanes) during rush hour on Monday to Friday. Bike lanes may create the appearance of safer driving conditions for bikers, and this may attract more bikers to Seminary Road, which will actually result in even more hazardous driving conditions during rush hour. 4. The heavy traffic on Seminary Road during rush hour makes it desirable to have two lanes in each direction, with a double yellow line or a street median in the middle of the road. This is the main reason why Alternatives 2 and 3 and both objectionable. 5. The main traffic problem on Seminary Road today is excessive speed. I estimate that 30-40% of the traffic on Seminary Road is exceeding the speed limit. Drivers on Seminary Road between I-395 and Quaker Lane are going too fast for several reasons:

- Drivers going west are in a hurry to reach I-395
- Drivers going east have just left a stretch of Seminary Road where the speed limit is 35 mph; or I-395 where the speed limit is 55 mph.
- Old habits die hard. For over 30 years (until March 25, 2016) the speed limit on Seminary Road was 35 mph between I-395 and Quaker Lane.

6. Bike lanes on Seminary Road are a bad idea for several other reasons:

- Bike lanes cause turning and crossing conflicts for both cars and bikers. These conflicts can arise for left and right turns of both cars and bikes.
- Bike lanes encourage cyclists to ride in the bike lane, even when it is not appropriate to ride on the far right side of the road.
- Drivers make

dangerous right turns across the path of cyclists. • Good cyclists don't need bike lanes, anyway. 7. The residential area within two miles of the Seminary Road corridor from i-395 to Quaker Lane is primarily a high income area. The vast majority of people living in this area commute to and from work by personal auto. Even if bike lanes were added, very few residents in this area would switch from auto travel to bike travel. They do not commute to work via bicycle. Most bikers who live in this area are recreational bikers. If they are serious recreational bikers, they carry their bikes on their car to one of the good bike trails in the DC area, such as the trail along the Potomac River, and they do their biking on that trail. 8. Seminary Road is not a connector road to any bike trail in Alexandria. The bike trail in Alexandria closest to Seminary Road is the Potomac River trail. Seminary road is not used used to reach that trail.

We do not need bicycle lanes. Period.

Please make sure traffic flows as normal and we do not create more backups West of Quaker Lane.

I oppose the reduction of lanes on Seminary road.

Please do not take away lanes to an already congested area! The north Howard intersection eastbound needs improvement! As does the traffic pattern around kenmore and the middle school.

I really hope the city does not do to Seminary Rd what it has done to west King Street and Van Dorn Street (to Braddock Road). The addition of bike lanes and traffic islands has improved nothing except to slow traffic and to tick off drivers who get angry at motorists who abide by the speed limit. I use Van Dorn and King Street frequently and I never see any bicyclists to warrant the addition of bike lanes! And there are few pedestrians to merit the reduction of the speed limit to 25 miles per hour. As one who actually follows the speed limit, I am the frequent target of horns, bumper riders and cars trying to pass - these are much more dangerous than two lanes in each direction and a 35 mile per hour limit. And you plan to do the same thing to Seminary which has more traffic. What is going to happen to Seminary when the "toll" lanes go into effect on 395 - what's the prediction for the traffic on Seminary then? Does anyone ever check the timing of the stop lights on west King Street from TC Williams westward. Usually it's get through one light only to stop at the next one - and the intersection at King and Braddock/ Quaker is horrible. I have lived in this area for over 30 years and nothing gets done there. Today the line to turn left into Bradlee Center at S. Taylor Street was backed up back to Quaker Lane! I was stopped at every light going west today once I passed TC Williams. And you want to do the same thing to the traffic on Seminary.

The rate of speed on Seminary Road regularly exceeds the posted 25 MPH speed limit. As a resident who uses Seminary Road regularly and lives on a cut-through road (Fort Williams Parkway) that experiences the cars entering the neighborhood at excessive speeds, I am strongly in favor of the Alternative 3. Unless City residents are willing to pay higher taxes to provide police traffic enforcement of the speed limit more frequently, we have to adopt passive approaches to ensure that the 25 MPH speed limit becomes a speed limit. My 12-year old son is NOT permitted to use the crosswalk on Seminary Road at St. Stephens Road (which is controlled by a traffic light) because of the rate of vehicular speed and amount of red-light running that occurs at the intersection. This is not acceptable.

More work should be performed into option maintaining existing car lanes, while slightly expanding sidewalk in each direction to allow bike only lanes. I have seen this done effectively in European cities

Am very concerned about changing Seminary Road at the exact time that Douglas MacArthur school is moved to Patrick Henry, adding to traffic and the old school becomes a large construction site which also adds to traffic. Can't you change one thing at a time? That's how you avoid mistakes!!

<p>The solution to making Seminary safer for pedestrians and bicyclists without utterly crippling the traffic flows (and auto traffic is critical, given that Alexandria has utterly failed to put meaningful public transit options in the West End) is to widen the roadway and add bike lanes. Since that option is apparently not on the table, the city should fix the timing on the lights, add pedestrian crossings if necessary, fence off the dangerous areas where pedestrians cross illegally, and leave the lanes as they are.</p>
<p>Seminary is rarely used by pedestrian or bicyclists The only place I see issue with pedestrian crossing is where pedestrians cross in middle of road not at crosswalks all ready available and very close. I do not think I have ever seen a bicyclist on Seminary. Increasing bike lanes will only cause more traffic congestion.</p>
<p>I live on SEMinary and personally experience the dangers every day. The mass hysteria objections are coming from people who want to keep speeding and simply don't want to get "caught" behind someone going the speed limit.</p>
<p>Taking more time is fine with me but like more lanes. Hardly ever see bike path used so see not real need for improvement there--nice to have but not necessary. Area around Hammond School could be improved by providing righ turn lane into their property and building an access out ot Picket</p>
<p>A major road needs 2 lanes each way</p>
<p>Please prioritize reduction of speeding on Seminary Road. I try to be mindful of the speed limit when driving, because I'm aware of the dangers of speeding. See, e.g., https://www.ghsa.org/resources/Speeding19. Driving on Seminary Road makes me feel unsafe, because of all the other drivers who speed and behave aggressively toward the drivers who aren't speeding.</p>
<p>Red light cameras at Quaker and Seminary</p>
<p>Given the medical facilities, emergency response facilities, schools and neighborhood needs of Seminary Road, we should not reduce traffic throughput. Safety can be improved in other ways.</p>
<p>You should also remove Right-on-Red on Seminary Road. Enforcement of traffic speed is paramount. If the city truly felt Seminary road was dangerous, then they would provide school bus service for the students who live on Seminary road instead of insisting that they walk the 2 miles to school. If the city truly believed Seminary road was dangerous, it would not remove the AT5 (as the proposed new bus plan suggests) from Seminary road, thus removing a city bus option for T.C. Williams students living on Seminary who don't want to walk. If the city truly wanted to encourage bikes, walking, and public transportation, they would not be considering removing or greatly decreasing DASH service on Seminary road. All of these decisions are intertwined and will strand many people who depend on Seminary road. The city is not listening to the people living and working on Seminary. Seniors and people with disabilities feel left out and abandoned by these "advances" the city is trying to make--we can not utilize bike lanes, scooters, bikes, or the proposed bus route changes which will lengthen walks to buses around the city and either greatly reduce or completely eliminate them from Seminary. Why is Seminary being chosen for all these changes? I walk all the time on Seminary, and there are certainly safety issues that need to be targeted, but changing the road from four lanes to two is not one of them. The very fact that you have included no safety measures in Option 1 shows that you have not taken this study or your options seriously, since Option 1 does not match the goals set for these road changes. For this study to be a true study, all three options should address the study's goals.</p>
<p>Vehicle throughput is most important, especially since changes to King Street between Chinguapin and Janneys Lane have made vehicle traffic more dangerous and less efficient. It is very difficult and dangerous to make a left turn onto King now from Scroggins.</p>

Seminary Rd. improvements are needed west of Beauregard to Dawes Ave. Excessive speeding is routine; west bound traffic turning left at Fillmore Ave. results in traffic backups, risky lane switching and hazardous pedestrian crossings. The St. James development and increased enrollment at NOVA Community College has created an increase in traffic from Fillmore on the north side of Seminary. Access to and from Dover Pl. is treacherous due to all the factors stated above. The sidewalks on the north side of Seminary are narrow and don't support pedestrians and cyclists. Seminary Rd. is dangerous for bicyclists. When is this area of the City being considered consistent with other portions of the City.

Adding bike lanes and improving bike and pedestrian access on Seminary would be a huge quality of life increase. Please don't let the naysayers who refuse to listen to data or reason scare you away from what could be a really good project. I think King Street shows that this kind of project can be very successful and I feel much safer on King Street now. I hope that will be the future for Seminary.

Please do not narrow the lanes. In fact, please restore King Street to its original two lane format.

Working parents need to drive. Caretakers must drive. In a perfect world our government would provide great mass transit and childcare/senior care as in Europe (Netherlands good example) and more people would bike and use public transport. But currently Duke St backs up and now you take a lane or two out of Seminary?

Seminary Road is a major thoroughfare for people commuting to 395. Please do not create yet another traffic headache by creating a choke point of traffic by adding unnecessary bike lanes. No one bikes on that road and I believe that is a reflection of where the traffic in the road is headed. No one will be biking to 395. Also traffic backs up during rush hour on Seminary Road and Quaker Lane with vehicles in the straight lane. If the straight lane and left hand turn lane are merged into one lane than it will be an even bigger headache as traffic will be further backed up as traffic waits on vehicles turning left. Also, there is a giant hill going up Seminary from that intersection. Casual bikers are likely not going to be able to make it up that hill, this further reducing the number of bicyclists who may potentially use it. Forcing traffic from two lanes to one to add a bike lane is simply just a bad solution to a non problem. It is hard to imagine any scenario under which enough benefit would be derived from adding bike lanes that would in any way offset the traffic congestion that it will cause. Please do not do this to our community. We should be looking at ways to make traffic better. Not worse.

Traffic backs up at the light at Seminary and Quaker in the morning. It would be helpful to have a lane for right turns onto Quaker, a lane to go straight, and a lane for left turns.

No changes to Seminary Rd. Keep 4 lanes. Please repave. Soon.

Repave Seminary Road and that is all. Pulling out of Ft. Williams to work in the morning rush is hard enough. If you reduce lanes the back up will be bumper to bumper back to 395 coming east. It will take a long time to exit from Ft. Williams and make my way down to the Quaker intersection. Any one proposing a reduction in lanes must not observe what is going on. All of this for a few bicyclists??? At age 66, my wife and I cannot use a bicycle to get groceries or go to the doctor! This is not a small village in England or France where people walk to work and pick up bread on their way home each day! The City Council encouraged development and explosive growth in the City, and now it wants to restrict movement around the City? Utterly irresponsible, and a betrayal of people like us who have been living in Alexandria and paying taxes (home and business) for 45 years! Count me as one ***** off citizen. The change in Council apparently has had no effect, so we will have to try harder next election to remove the know-nothings! The City needs a ward structure so that the West Enders can get some real, effective representation on the Council.

<p>Important issues that relate to community safety need to be heavily considered. Reducing vehicle lanes to benefit a couple bikers will worsen traffic backups and impede emergency access for ambulance/fire service and the hospital. Intentionally impeding traffic flow on Seminary will also lead to increased traffic cut-throughs in our neighborhoods, especially during rush hour as children are walking to school bus stops. Please install traffic sensors for all the Seminary traffic lights, especially near Hammond and 395 where eastbound traffic backs up. Please reinstall the median fencing on the 395 flyover ramp to stop all the people who cross away from the crosswalk and where vehicles are trying to merge. If accidents at the St. Stephens intersection are a concern in this discussion, please have the corner house pull back the large fence that blocks visibility.</p>
<p>Buffer lanes must be part of the package even west of N. Howard St. These provide additional distance between vehicles and pedestrians. West of N. Howard they might be narrower but there must be additional space between pedestrians and vehicles for added safety. Safety must trump personal need for speed. Expecting the number of lanes to address personal travel desires is only self serving. The reduced speed limit to 25mph on Seminary Rd. has not had the intended outcome. Reconfiguration of the roadway is the only logical solution. Asking for enforcement shows a lack of genuine interest in the safety of all users of Seminary Rd. There would need to be hundreds of enforcement officers lined up along the road all day every day of the year to do what reconfiguration of the road will do at much less cost with greater positive results. Facts and research by qualified traffic engineers need to determine what is a best solution for the roadway. Citizens, with no qualifications in designing roadways, should not be providing additional alternatives. In put to the three proposed Alternatives, yes. Designing a new Alternative, NO! Just plain wrong. Would they be allowed to design a new sewer system? The city hires highly qualified individuals to design and implement these projects. Thanks.</p>
<p>I walk for exercise 4 to 5 times a week along the stretch of Seminary road. I see very few bicycles. I also feel very safe on the existing sidewalks. It strikes me as a very bad idea to truncate traffic in the way proposed here.</p>
<p>Need 4 lanes, two East and two West. There is little public transportation in the west end. Everyone drives somewhere almost daily. Can't imagine the traffic trying to get to and from SSSAA</p>
<p>Seminary needs to maximize throughput in order to minimize traffic. I drive seminary every day and have seen limited bicyclists.</p>
<p>Raise the traffic speed back to 35</p>
<p>This entire process seems like the fix is in and city has its mind made up. Please prove us wrong. Keep the road as is, no need for bike lanes and Please just repave Seminary Road. And park a police car in the Post Office parking lot to reduce traffic. Even if the car is unoccupied. Falls Church protects its citizens this way by enforcement.</p>
<p>I am opposed to narrowing Seminary between Howard & Quaker. The 25 mph speed limit is working because there were only two minor injuries along that stretch in 2018. The area near I-395 & Southern Towers is the problematic area—in large part due to the horrendous redesign during the BRAC project.</p>
<p>If you wish to make pedestrians, bicyclists and joggers more safe, then enforce pedestrian and cyclists laws which are not being enforced. Create laws for joggers.</p>
<p>Based on the City's own data, the section of Seminary Road from Quaker Lane to Howard Street is not a high accident area. Given the historically low amount of accidents – and none involving pedestrians - it appears that the question of pedestrian safety seems more of a perception that leads to an elevated level of discomfort when walking along Seminary Road. Narrowing the existing four lanes to 10 feet</p>

<p>wide will definitely slow traffic, and it allows for a three foot wide buffer along the sidewalk on both sides of Seminary Road. Additional risk mitigation would be to install pedestrian activated flashing lights in the pavement, flashing signage and better crosswalk road markings at existing crosswalks, and adding an additional on-demand traffic light and crosswalks at Ft. Williams Parkway.</p>
<p>If the city is considering sending the MacArthur school kids to Patrick Henry there will be a need to move traffic more efficiently, not slow it down. If there is an issue with speeding, change the speed limit. Alexandria has become impossible to get from one side of town to the other due to slow traffic and congestion. Now that we have large work centers on each side of town, the city no longer serves the city residents. It's become one big 'cut through' for commuters.</p>
<p>1. Single lanes in either direction will be inadequate to handle the traffic at various times. 2) Given the terrain of the area, there is little biking; bike lanes should not be a priority. 3) Should have sidewalks along the Episcopal Seminary property bordering Seminary Road, which would reduce pedestrian street crossings. 4) Provide a right turn lane onto Quaker Lane to facilitate the movement of traffic.</p>
<p>We really need to do something to slow cars down. With larger SUVs in use, people do not realize they are exceeding speed limits. Also need to strategically place police in streets to enforce speed limits and reduce erratic behaviour and encourage better behaviours vis a vis pedestrians.</p>
<p>Options two and three will force more neighborhood cut through traffic and actually increase the likelihood of traffic pedestrian injuries</p>
<p>The nearly trivial percentage of travelers by bicycle should not have precedence over elderly who need to drive their cars to their destinations, yet that is what the City is seeking to force.</p>
<p>Please take into the congestion that will occur at the Quaker Lane intersection if you eliminate a lane of traffic. It already backs up as people use Janney's to cut through to Old Town, avoiding Quaker Lane. Please consider eliminating right turns on red. And, finally, please either have speed cameras placed at intersections with a light or have a police office stationed to monitor traffic speeds. No matter what changes you make, if there is no real threat of a fine, they will continue to speed.</p>
<p>Seminary road needs to change.</p>
<p>Safety should be the foremost consideration. The existing configuration is extremely dangerous for both pedestrians and bicyclists, yet it does little to save transit time for motorists. Seminary Road has become a major artery for people commuting to/from areas outside of Alexandria (and Virginia). We have an opportunity to improve safety, enhance the character of our neighborhood, promote walking/bicycling, and help the environment by adopting alternative 3.</p>
<p>Rules need to be enforced regarding bicycles, and motorized bikes, scooters, and skateboards. They are a hazard to cars and pedestrians. They regularly exceed the speed limit and do not follow the laws of pedestrians or cars.</p>
<p>STOP TRYING TO CREATE GRIDLOCK</p>
<p>East-west lanes in Alex have always been scarce. You've already narrowed Braddock and, most disastrously, King. To take out yet more east-west lanes will severely constrict east-west movement in the city, and adversely impact Old Town businesses. Narrowing Seminary will make it harder for ambulances to get to Alexandria hospital. Bikes are not an option for the vast majority of Alexandrians who need to get kids to school and activities; and themselves to work, and to other destinations, such as gyms, church, groceries, shopping, restaurants etc. You can take out all the lanes you want, but people can't switch to non-car options until public-transportation can get people where they need to go reasonably efficiently. I'm 64--I'm scared to bike on busy city streets, and I don't have the time or energy to walk everywhere. This obsession</p>

with bike lanes benefits a tiny number of riders at the expense of the vast majority of city residents who need to get around town. These crazy traffic measures are harming Alexandria's quality of life--it's so wretched getting anywhere. My mind is a maze of alternative routes I can take when the road I'm on backs up. It takes me 20 minutes to drive 3 miles from my house to Old Town Sport and Health.
This initiative will make traffic much worse. It will not improve safety. I do not wish to ride a bicycle.
Ensure that pedestrians are comfortable and safely cross the street. Extending the bicycle network and providing better East/West connectivity is needed.
Bicycles are really only transit alternatives for able bodied adults with no children in tow. (And yes, I know some families take their kids to the farmers market on sunny Saturday mornings on bikes...I am saying bicycles are unrealistic daily transportation alternative for parents who need to take multiple children to daycare every day.) What's the plan for ambulances getting to the hospital?
Stop wasting tax money on bicycle lanes and "road diets". Be realistic. Let people get where they want to go without any undue and ridiculous delays. And the speed limit on seminary and Quaker should go back up to at least 30. They are main arterials.
Protected bike lane is the only safe bike lane type.
Fire all supporters of Vision Zero. Rid the city government of all New Urbanists. Stop trying to "get people out of their cars." Raise the speed limits and coordinate traffic signals. Eliminate more traffic lights. Traffic management in this city is a disgrace. You should all be ashamed.
Fix the pot holes and return the speed limit to 35 mph on Seminary rd. There is no need to change its configuration.
As a cyclist, I had no alternative to seminary road, but I felt my days were numbered riding on the road with difficult sight lines and fast moving traffic. A bike lane or cycle track would be best and also enhance pedestrian safety by providing some separation from the cars.
Seminary Road should just be repaired, repacked and repainted. It is VITAL to keep it at four lanes. Cars need to be able to get to and from 395 and the BRAC building that the city has saddled us with. A road diet in this area will cause much misery to residents who live in this area. This issue is extremely important and the city should have several public meetings to get our input. The very vocal biking lobby should not be given preference here! This is not the time or place to clog up our roadways! A narrowing of Seminary Road is an outrageously TERRIBLE idea!
Would like a nice, safe place to walk a dog around.
The status quo is untenable from the standpoint of pedestrian and bicycle safety. This is a residential area. Traffic patterns should reflect the need for residents' safety rather than attempting to put ever-increasing numbers of commuters onto streets not meant as major arteries.
The intersection at Kenmore and Seminary needs to be addressed. The temporary barriers that have been placed at Seminary and Kenmore have not helped with the turns from Seminary onto Kenmore. 2 are missing now and cars constantly turn still onto Kenmore from Seminary while driving now into head on traffic from the off ramp from the Seminary Circle. The reduction in travel lanes will further push cars into the communities to include N. Pickett St and N Jordan St as a new cut through. N Jordan St already has an increase of traffic congestion without the reduction of travel lanes. The sidewalks along Seminary Rd due need to be improved.
Please focus on pedestrian safety rather than bikes. The real danger right now is pedestrians running across seminary road between Howard and 395.
leave the streets as they are

<p>Most important to me are to reduce cut-through traffic to Mark Center and reduce speeding. Secondary is improved access to eastbound Seminary from the 395 exit. Backups often from Library Ln to 395.</p>
<p>As a health care practitioner, I can not imagine putting in bike lanes on a road that is a major artery to a hospital! No that is a safety concern! The speed is already 25 mph and traffic is extremely slow. It takes 25 minutes to drive 2 miles to my kids school already during busy hours. The bike lanes make absolutely no sense to me or my family whatsoever! They run the three mile loop around Episcopal HS with no hesitation or safety concerns frequently. Thank you for your consideration.</p>
<p>Seminary Rd is a major connector and no changes should be made that slow down or constrain traffic. We will have traffic jams if we do so. Thousands of people should not suffer for the very few, if any, bicyclists on the road.</p>
<p>Bike lanes on major urban thoroughfares for the use of a distinct minority of users are a waste in this area, given the amount of thru-put traffic, for the most part trying to get from various areas via the Duke St. /Telegraph Road intersection (to/from MD or to/from south in the general Rt 1 Fairfax Corridor) every day This path especially is jammed every weekday by Mark Center area workers et al. Its already a mess and being largely ignored, in fact, by T&ES. We have long pondered the number of lights and their timing eastward from the N. Quaker/Duke intersection. Just use N. Quaker & Duke from 2:45 PM almost every day. And the proposed revised Landmark Plan and other recent & approved West End construction projects have & will only make congestion on Duke St. even much worse. Restricting Seminary volume will simply force drivers to run thru the current neighborhood alternatives to get to Duke. Forget any pipe dream that says they will use Van Dorn or 395. If the goal was to take us back to the horse & buggy/bike or walk days, these "plans" will go far to achieve that for West Enders. (And I do ride the Dash via Duke to King St.Metro when I need to go into DC....but it an't fast and not always timely these days!! And not getting any cheaper. And even the current "back ways" to get downtown via car to Old Town are often jammed. Is not what it once was, for certain--having lived here this time around since 1977. Am just grateful to live inside the Beltway, at least for a bit longer.</p>
<p>You must consider ACPS's extremely rushed decision to radically increase traffic due to their PH swing space proposal. City priorities and the school system are not in sync. Minnie kids from our neighborhood are currently unsafely required to walk down Seminary. It's not a place where you want to walk or bike. Think of the dead Steak n Ale eyesore. And honestly, if the city hadn't decided to put the Mark Ctr by 395 with no easy public transportation, Seminary would not be as much of an issue. Typical west end treatment and neglect.</p>
<p>I rarely see a police presence on Seminary Road, and I feel that I am one of the few obeying the 25 MPH limit. I have almost never seen anyone riding a bike, and I travel on Seminary Road frequently. Heightened police enforcement of the speed limit is the answer to the speeding problem, not drastic alternatives 2 and 3. This is an example of the simple answer to a problem being the best one.</p>
<p>Ban cars, leave the road for people and transit</p>
<p>Make sure bike lanes are physically protected from traffic to avoid cars driving or parking in them illegally.</p>
<p>We need another alternative! Why have you not heard us for the past year?</p>
<p>Build a 50-m pool instead</p>
<p>The road is fine how it is, except for the condition of the pavement. I very, very seldom see any bikes using Seminary Road.</p>
<p>Current lane design encourages speeding far above set speed limits. Need fewer travel lanes.</p>

<p>I am concerned how this will impact emergency vehicles getting to the hospital in a timely and safe manner. In addition, I do not understand why you are thinking of making changes to accommodate the 1% of the population while making 99% inconvenienced by reducing the number of travel lanes. I travel Seminary Road to Quaker every day and RARELY see a bicycle. I frequently walk the Episcopal loop and do not have a problem with the sidewalks or crossing at any of the intersections. It's bad enough that you've reduced the speed limit to 25 mph, reducing the travel lanes will cause gridlock!</p>
<p>We need all Alexandria streets to be safe. Seminary Road belongs at the top of the list. Right now it's a highway through a residential neighborhood. It needs to change.</p>
<p>Please make decisions based on promoting public transportation over automobile transport. Continuing to add more automobile travel lanes will not positively affect traffic movement like incentivising individuals to use public transportation. Dedicated bus lanes that run frequently will.</p>
<p>Please listen to what people want, do not force a staff-supported initiative on the Alexandria population that will inconvenience thousands of residents daily to accede to the goals of a miniscule percentage of potential road users.</p>
<p>This is a solution seeking a problem.</p>
<p>I live right off Seminary and have small children, so I have arguably the most reason to complain about traffic. However, I strongly oppose decreasing the number of lanes, unless there is a plan to close the Seminary Road entrance/exit to 395. The fact is Seminary Road is, and has been, a main arterial road to a major highway and, as such, should not be narrowed.</p>
<p>The City of Alexandria has not provided sufficient evidence that Seminary Road is a particularly dangerous street that requires the extreme remedy of a road diet in any form. In any event, the goal of making Seminary Road more pedestrian or cyclist-friendly must be balanced against the ultimate purpose of our road system, which is to move people and goods and services to their destinations in the most efficient way. Reducing the number of lanes on Seminary will undermine this purpose and substantially increase traffic problems.</p>
<p>While these plans seem quite rational, I have to think of how the results of work on Braddock and King have so adversely affected local traffic. On King, pedestrians are no better off. There should be several crosswalks with flashing lights and signs emphasizing priority of the pedestrian. The loss of lanes has slowed traffic on King and made it very difficult to move from Scroggins onto King. The use of extended curbs on Braddock has only managed to back traffic up where before it flowed fairly well. And as a result of both projects, we have much more difficulty turning into the neighborhoods during rush hour and have much more traffic travelling through the neighborhoods. All that to say that I am guessing that your estimates of a few seconds delays are much underestimated once you have constrained traffic throughput and I do not see any crosswalks planned that would allow for pedestrians of all ages to feel safe initiated a crossing. Your plans seem to revolve around establishing the bike routes as it seems to negatively impact drivers and not appear to help pedestrians.</p>
<p>That stretch of road already has excellent crosswalks and bus access. I am often on it to visit the doctor near Hammond and to go to Planet Fitness. It doesn't need any changes, as far as I can tell.</p>
<p>There is a perception that vehicle throughput is a factor of number of lanes and driving speeds, where in a residential area like this one it is more of a factor of the choke points at intersections and when vehicles stop or turn.</p>
<p>You need to increase the speed limit, not decrease it.</p>

Please make a decision on how to design this project based on best practices in roadway planning, engineering, and design rather than loud people with uninformed opinions about roadway concepts.
Stop making it so hard for drivers!
Bike lanes, bike lanes, bike lanes!!
There is NO need to change the traffic pattern on Seminary Road. There have been 0 fatalities or serious accidents there. It is a major Alexandria thoroughfare and also the main way for ambulances and emergency vehicles to reach the ONLY hospital in Alexandria. Access should not be impeded in anyway. This is the city using false safety concerns as a Trojan Horse just to try and frustrate people who need to drive to live and work in the City. Traffic patterns should be maximized for efficiency (shorter drive times) which is better for the environment and all of us rather than just making people angry but still driving (because we need to do so).
Stop prioritizing cars. It is literally killing people in your city. As a DC resident I avoid shopping and visiting this part of Alexandria due to lack of bike infrastructure.
Good times
Need to prioritize safety (including buffer areas for pedestrians, usable crosswalks) over traffic.
Great bike lanes on Janneys lane but they completely end at Quaker lane going West . This is a major bust & leaves cyclists naked with no safe established route towards the hospital or Cameron station . I often travel into the city from Arlington & once you get off Braddock road the infrastructure needs signage & updating for safety
Seminary road is currently not a safe biking route, yet so many of us cyclists use it regularly. Any enhancements to make it safer for cyclists would be much appreciated. Thanks!
There are a little t of people jaywalking from apartment buildings to Kenmore Avenue. Since the fencing in the median was removed a lot more people have crossed Seminary Road here.
I do not want bike lanes on Seminary. Period. Use better enforcement to control speeding cars.
Alexandria needs some safe bike corridors through city both E/W and N/S. This would be a good place to start.
I hope the city commits to implementing the multiple plans that a Road Diet on Seminary would satisfy.
Thanks for the opportunity to comment.
The city should prioritize safety and traffic calming measures to make this area accessible to City residents not fortunate enough to own a car or not physically able to drive.
Please make the street safer for everyone who uses it including those driving, walking, or cycling. The area around Hammond Middle School is extremely dangerous and must be changed so that students can safely walk or cycle to school. If building bike facilities, paint is insufficient. This lane requires full grade separation via concrete. Flex posts are exactly that, flexible and thus, useless against a 2 ton machine.
Don't reduce the # of lanes on Seminary Road. There's too much traffic as it is.
Police enforcement Police enforcement Police enforcement And also some Police enforcement

make people stop speeding on st stephens road and ft williams pkwy
I have considered buying property near Seminary Road in Alexandria, but decided not to because of how unfriendly it is for people who walk and bike. I want to live somewhere that I feel safe walking in my own neighborhood and in adjoining areas, and I know many other younger people and families like my own feel the same. Unfortunately, Seminary Road is just not safe for people who walk and bike due to the high speeds of cars, too few street crossings, very poor sidewalks and no safe places to ride a bike. I feel like Alexandria will lose out to Arlington and other local jurisdictions that are much more friendly to people who walk and bike unless we are able to make Seminary road safer for all road users, and connect it to the other good walking and biking infrastructure that exists in other parts of Alexandria.
The City Council should be required to drive Seminary Road every day of the week for at least two months, as I do, before it considers such an absurd proposal. There are NO bikes on the road. Just as the mess you made on King Street where there is maybe a bike a week, you are trying to turn these streets into a village instead of the City that it is. You have already created problems by reducing the speed limit to 25 mph, and now this? And then you want to do the same to Duke Street and Van Dorn. You are hurting the ability of citizens to get to small businesses like mine and you are spending money on insane projects when you should be installing smart street lights, better lighting on roads and lighting which allows pedestrians to cross -- which they rarely do on Seminary Road.
Please give Seminary Road a diet and buffered bike lanes.
Safety for pedestrians and bikes should be the highest priority. I avoid businesses I like in the area because it feels too dangerous to get there without a car.
Cut through traffic is city wide. Any project on our city undertakes should make cut through traffic scurry to the beltway or 395.
Please ensure that this project has bike lanes and safe crossings for pedestrians!
We need better biking, walking, and transit, not more people stuck in cars.
For Alternative 3, please reduce the driving lane widths by 1' to increase the bike lane buffer by 1', allowing for potential flexiposts or other barriers. 10' traffic lanes are preferred because the center turn lane already provides a buffer between traffic. Please add a refuge island on the west side of the Fort Williams Pkwy intersection.

APPENDIX B: LETTERS FROM COMMUNITY GROUPS

The following community groups issued letters to indicate their thoughts on the project. The letters are shown on the following pages in order of date received.

- Virginia Theological Seminary
- Seminary Ridge Civic Association
- St. Stephens & St. Agnes School
- Seminary Hill Association
- Bicycle and Pedestrian Advisory Committee
- Brookville-Seminary Valley Civic Association
- Strawberry Hill Civic Association
- Clover College Park Civic Association
- Alexandria Families for Safe Streets
- North Ridge Civic Association

APPENDIX C: LETTERS EMAILED FROM INDIVIDUALS

The document attached as Appendix C includes letters sent to Project Staff or included staff on the email sent to T&ES or other City leadership.

Appendix B - Letters from Organizations

From: [Markham, Ian](#)
To: [Christine Mayeur](#)
Subject: The view of Virginia Theological Seminary
Date: Tuesday, March 26, 2019 1:42:50 AM

Dear Ms. Mayeur

I was on the list to speak tonight, but I was number 52. So I was never called.

As the Dean and President of Virginia Theological Seminary, I write in support of Alternative 3. I do so on behalf of a residential community that lives on the campus of approximately 115 students, with an additional 100 spouses and children, and a faculty of 25, an additional 20 spouses and children. We are in total approximately 260 people.

It was in the early 20th century that our campus was split by Seminary Road. We have approximately 20% of our campus divided by the four lane highway. Families of faculty attempt to cross over Seminary Road all the time; students are required to attend Formation Group in Faculty Homes - they have to cross Seminary Road. It is hard. Although we support the 25 mile an hour speed limit, we do take the view that additional traffic calming measures are needed. In addition there would be more cyclists and pedestrians, if the road was safer.

We think the proposed solution of Alternative 3 is elegant, attractive, and safe. We hope that this will be implemented.

Finally, I was so impressed by your calm demeanor. You were utterly appropriate throughout the discussion. Thank you for that.

As ever,
Ian Markham

The Very Rev. Ian S. Markham, Ph.D.
Dean and President,
Virginia Theological Seminary.

Seminary Ridge Civic Association (SRCA)

4115 N Garland Street

Alexandria, VA 22304

Alexandria Mayor and City Council
301 King Street
Alexandria, VA 22314

April 4, 2019

The Honorable Justin Wilson, Mayor, and Honorable Members of the City Council:

On March 25, 2019, Christine Mayeur, Project Manager for the Seminary Road Complete Streets Project, presented an informative Community Open House and Meeting. She explained the project and the three options for implementing changes to Seminary Road corridor between North Quaker Lane and North Howard Street. There were information boards and a slide presentation showing the three design alternatives and an alternatives comparison. The three alternatives were:

1. Four lanes with minor changes
2. One eastbound lane, two westbound lanes, bike lanes
3. One eastbound lane, one westbound lane, one turn lane, buffered bike lane

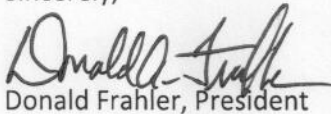
It was clear from Christine's address that the city preferred Alternative 3, which was the most restrictive to cars and most favorable to bicycles and pedestrians. A fourth alternative of leaving the roadway unchanged was not tendered. In other words, only changes to the present road configuration were offered.

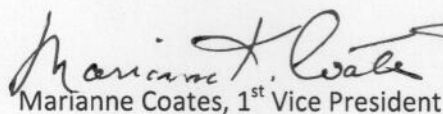
Often the results of meetings are reported from the eye of the beholder. History is written from the victor's point of view. Accordingly, the SRCA Board would like to report what we observed at this meeting. Over 90% of the neighborhood speakers and attendees during the Q&A session strongly and vociferously objected to Alternatives 2 and 3, which reduce the car transit lanes in favor of bicycles and pedestrians. The concerns of the majority of attendees were that reduced lanes will overly restrict and likely endanger the progress of emergency vehicles, cause extra commuting time during rush hours, and clearly create greater safety problems than currently exist. In fact, this one mile section of road does not make the top 20 on any of the city's four Vision Zero High Crash Location lists. Several speakers asked why the City did not offer "no changes to the roadway" as an alternative. The City can repaint the road in the future if verified data demonstrate the need. Creating risks to accommodate bicycle, pedestrian, and vehicle traffic in limited space at the same time will not safely serve the overwhelming majority of neighborhoods using this section of Seminary Road. Along with pedestrian and bicycle usage data verification, we recommend increased enforcement and recognition that the West End is not the same as either Old Town or Del Ray.

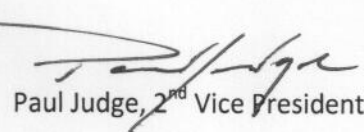
While this letter does not represent our entire neighborhood's opinion, we do believe our letter fairly represents a majority as well as the mood and overwhelming expressions of concern voiced at the Community Meeting. While many would prefer to make no changes to Seminary Road, if forced to choose between only the three alternatives, the SRCA Board would strongly recommend choosing Alternative 1—four lanes with minor changes. Again, many would prefer the city make no changes to Seminary Road. Just repave it.

Thank you for listening to our concerns and recommendations. We hope they will be helpful.

Sincerely,


Donald Frahler, President


Marianne Coates, 1st Vice President


Paul Judge, 2nd Vice President

Cc: Transportation and Environmental Services Division
Christine Mayeur, Project Manager

St. Stephen's St. Agnes School

To: Christine Mayeur, Complete Streets Program Manager

From: Beth Chase, Chief Financial Officer

Date: April 11, 2019

Re: Seminary Road Complete Streets Project

At St. Stephen's and St. Agnes School we work each day to ensure the safety and security of our school community, and we are grateful in your partnership in making this a top priority. We are grateful for the opportunity to share our perspective on the Seminary Road repaving proposals. We are concerned about the potential for bottleneck traffic on St. Stephen's Road and Seminary Road that may result from the repaving efforts. We trust the analysis in determining the increase in backup times, and yet we are concerned about bus traffic and the amount of time it will take for our families to drop off and pick up students. We ask that all methods to minimize additional bottlenecks be considered.



Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

May 2, 2019

Mr. Yon Lambert,
Director of Transportation and Environmental Services,
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Mr. Lambert,

The Federal Highway Administration (FHWA) recognizes four-lane roads like Seminary Road as being dangerous by design, with wide lanes that encourage unsafe speeds. The stubborn persistence of vehicle speeds *that exceed 35 mph* despite stepped-up enforcement on Seminary Road and 22 *reported crashes* in the past three years support FHWA's characterization. In 2018, Alexandria Police made 945 traffic stops on just the 0.9 mile section of Seminary Road east of N. Howard Street; or 3.5 percent of Alexandria's traffic stops on just 0.7 percent of Alexandria's streets. On behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC), **I ask that you apply FHWA's recommended and proven solution¹ - reconfiguration of the roadway to include center turn lanes, pedestrian refuge islands and buffer space/bike lanes - to more efficiently and effectively achieve safe vehicle speeds and also make Seminary Road safe for everyone.**

Seminary Road is particularly unsafe for people who would walk and bike, modes of transportation that are encouraged elsewhere in Alexandria, but not on this West End speedway. As the City's Transportation Master Plan clearly states, "The character of traffic is of vital importance: If our streets are too wide or traffic is too heavy or fast, people will not walk." Safety is further compromised by sidewalk widths that are below standards; buffer space, where it exists, is also well below national and local standards. Since acquiring property to bring sidewalks width and buffer space up to standards would be costly, **we ask that you allocate at least five feet of roadway along each curb as buffer space to separate motor vehicles from people walking.**

Crossing four lanes of high-speed traffic on Seminary Road is a death-defying act. Those who rely on transit have no choice other than taking that risk on a daily basis. Well-intentioned City policies become useful only when and where implemented. Let's make crossing Seminary Road safe: **we ask that you provide pedestrian refuge islands that enable crossing one lane of traffic at a time at each bus stop not at a signalized intersection.**

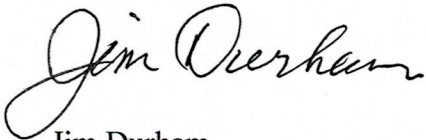
Some people have suggested that "nobody bikes here" is a reason to not provide bike lanes. You and your staff, as transportation professionals, know that the opposite is true, i.e. "Nobody bikes here" is the reason *to* provide bike lanes! The City's 2016 Transportation Master Plan objectively ranked Seminary Road as one of the top 10 priority corridors for enhanced bike infrastructure, in recognition that it is an important link in the City's bike network. Utilize the buffer space available to

¹ Federal Highway Administration Proven Countermeasures
https://safety.fhwa.dot.gov/provencountermeasures/road_diets

install bike lanes. **We ask you to provide buffered bike lanes for as much of Seminary Road as possible consistent with best practices and as a step forward in implementing the City's Transportation Master Plan for this corridor.**

With existing "entrances" of only one lane in each direction, Seminary Road east of N. Howard Street is ideally suited to being reconfigured. Installing the features requested will fulfil multiple City policies, but most importantly, implement a Federally-recommended and proven safety countermeasure². **We ask that you provide center turn lanes, pedestrian refuge islands and buffer space/bike lanes to make Seminary Road safe for everyone, including people who walk, bike or take the bus.**

Respectfully,

A handwritten signature in black ink that reads "Jim Durham". The signature is written in a cursive style with a large, looping initial "J".

Jim Durham
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

cc: Mayor Wilson and City Council
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Michael Brown, Chief of Police

² Ibid.

RESOLUTION OF SEMINARY HILL ASSOCIATION, INC.
IN SUPPORT OF REPAVING, MANAGING CONGESTION AND IMPROVING SAFETY
ON SEMINARY ROAD

Adopted April 11, 2019

WHEREAS Seminary Road is an important arterial for residents, commuters and parents, is in sub-optimal condition due to potholes and other hazards, and is in dire need of repaving; the City of Alexandria plans to repave Seminary Road in September 2019;

WHEREAS traffic congestion during rush hours on Seminary Road is overwhelming, and speed of traffic during non-rush hours, little or no buffer between Seminary Road and sidewalks, and few safe crossings are continuing safety concerns;

WHEREAS Seminary Road between Howard Street and Quaker Lane consists of four lanes, and varies from 46 to 48 feet wide; The City of Alexandria will maintain four lanes between Howard Street and I-395 with yet to be determined safety improvements;

WHEREAS the 3 Alternatives presented by the City of Alexandria for Seminary Road in October 2018, and March 25, 2019, in support of reforms between Howard Street and Quaker Lane fail to balance the traffic congestion and safety concerns;

IT IS THEREFORE RESOLVED that Seminary Hill Association (SHA) supports maintaining four lanes on Seminary Road between Howard Street and Quaker Lane with the following traffic and safety improvements:

1. Maintaining four lanes and narrowing the lanes to not less than 10.5 feet for each of the four lanes, consistent with similar arterials in Alexandria and an established technique for managing traffic speed;
2. Extending the “grassy” portion of the curb between the sidewalks and street on each side of Seminary Road by up to 3 feet on each side, presenting a safety buffer;
3. Placing on-demand Rectangular Rapid Flash Beacon (RRFB) for pedestrian crosswalks at appropriate locations on Seminary Road, to be initiated by a pedestrian or bicyclist seeking to cross Seminary Road;
4. Evaluating the feasibility and effectiveness of creating a new right turn only lane on the eastbound corner of Seminary Road and Howard Street, which would result in two through lanes and one right turn lane to provide better access to Inova Alexandria Hospital; and
5. Urging the Alexandria Police Department to increase speed enforcement along Seminary Road to strictly enforce the 25 MPH speed limit.

BROOKVILLE-SEMINARY VALLEY CIVIC ASSOCIATION, INC.
SUPPORTS THE SEMINARY HILL ASSOCIATION, INC. RESOLUTION REGARDING
REPAVING, MANAGING CONGESTION AND IMPROVING SAFETY ON
SEMINARY ROAD
Adopted May 8, 2019

WHEREAS Seminary Road is an important arterial street for residents, commuters and parents, is in sub-optimal condition due to potholes and other hazards, and is in dire need of repaving; the City of Alexandria plans to repave Seminary Road in September 2019;

WHEREAS traffic congestion during rush hours on Seminary Road is overwhelming, and speed of traffic during non-rush hours, little or no buffer between Seminary Road and sidewalks, and few safe crossings are continuing safety concerns;

WHEREAS Seminary Road between Howard Street and Quaker Lane consists of four lanes, and varies from 46 to 48 feet wide; The City of Alexandria will maintain four lanes between Howard Street and I-395 with yet to be determined safety improvements;

WHEREAS the three alternatives presented by the City of Alexandria for Seminary Road in October 2018, and March 25, 2019, in support of reforms between Howard Street and Quaker Lane fail to balance the traffic congestion and safety concerns;

IT IS THEREFORE RESOLVED that Brookville-Seminary Valley Civic Association, Inc. (BSVCA) supports maintaining four lanes on Seminary Road between Howard Street and Quaker Lane with the following traffic and safety improvements:

1. Maintaining four lanes and narrowing the lanes to not less than 10.5 feet for each of the four lanes, consistent with similar arterials in Alexandria and an established technique for managing traffic speed;
2. Extending the “grassy” portion of the curb between the sidewalks and street on each side of Seminary Road by up to three feet on each side presenting a safety buffer;
3. Placing on-demand Rectangular Rapid Flash Beacon (RRFB) for pedestrian crosswalks at appropriate locations on Seminary Road, to be initiated by a pedestrian or bicyclist seeking to cross Seminary Road;
4. Evaluating the feasibility and effectiveness of creating a new right turn only lane on the eastbound corner of Seminary Road and Howard Street, which would result in two through lanes and one right turn lane to provide better access to INOVA Alexandria Hospital; and
5. Urging the Alexandria Police Department to increase speed enforcement along Seminary Road to strictly enforce the 25 MPH speed limit.

CONTACT: Linda L. Barrett, President, BSVCA (LLBRRTT@comcast.net) 703 212 5836.

Dear Director Lambert, Mayor Wilson and Council Members:

As President of the Strawberry Hill Civic Association I am writing to convey our community's interest in and opposition to the pending implementation of the City's Alternative 3 plan that proposes narrowing Seminary Road to one through-lane in each direction with space for a center left-turn lane with potential for a median or pedestrian refuge island and designated bike lanes.

Seminary Road is a critical vehicular thoroughfare for our community as well as the thousands of residents and non-residents who use this stretch of road to access the BRAC complex and Inova Alexandria Hospital and commute to nearby schools and businesses. Parents drive numerous times during the day transporting their children to and from school and activities. Most importantly it is also a critical route for police, emergency medical and fire vehicles. Narrowing Seminary Road as proposed will contribute to the overwhelming traffic congestion during rush hours and exacerbate one's ability to travel around town at peak hours.

Our residents use Seminary Road as a main route throughout the day, and the pending proposed narrowing of Seminary Road between N. Howard Street and Quaker Lane, will impact us. We foresee increased cut-through traffic as a result of narrowing Seminary Road where N. Jordan and Howard Streets become the conduit to access and drive West to access 395. The Strawberry Hill area already experiences traffic congestion along Duke Street at Quaker Lane to N. Gordon Street during the evening rush hour (that starts daily between 2:30-3:00pm) especially when there is congestion on Wilson Bridge. Our neighborhood would then be affected at all points.

We are concerned that implementing the proposed Alternative 3 in narrowing Seminary Road and adding bike lanes would do little to improve safety on what statistically is an already safe stretch of road. It does little to balance the traffic congestion and safety concerns. A better option would add designated pedestrian crosswalks at appropriate locations on Seminary Road that can be initiated by a pedestrian or bicyclist seeking to cross Seminary Road. Moreover urging the Alexandria Police Department to increase speed enforcement along Seminary Road to strictly enforce the 25 MPH speed limit would do more to slow down aggressive drivers.

Our community does support walking and biking on our residential streets, however we strongly believe narrowing Seminary Road will have a negative impact with increased congestion and cut-through traffic. Seminary Road should be maintained as an arterial thoroughfare with increased traffic efficiencies to aid Alexandrians traversing the City.

Thank you for your time and attention.

Best regards,
Alexa Glock
President, Strawberry Hill Civic Association



May 10, 2019

Yon Lambert, Director
Transportation & Environmental Services
City of Alexandria
301 King Street
Alexandria, VA 22314

Reference: Seminary Road Complete Streets Project

Dear Mr. Lambert,

On behalf of the Clover College Park Civic Association, please thank your staff for taking the time to meet with two members of our Board last week about the Seminary Road Complete Streets Project. We are writing you today to summarize our residents' concerns expressed during the meeting; to reiterate our requests for additional data analysis; and to share some additional information based upon a resident survey we recently conducted.

Summary of Residents' Concerns

As noted at the meeting, our residents have expressed a variety of concerns about this project via our community meetings, our neighborhood list serve, and emails to the board. Our community is situated just north and west of the Duke Street/Telegraph Road bottleneck and contains about 250 single family homes. On a regular basis, our residents face dangerous cut-through traffic and congestion on our neighborhood streets. Neighbors are concerned about how a reduction in the number of vehicle lanes on Seminary will impact our area. This concern is not limited to Seminary Road on its own – it is a broader concern about how cut-through drivers will change their behavior or chose routes to pass through our city based on changes to Seminary, and how those changes will affect our community.¹ And while we realize that the city believes no traffic diversion was created by the King Street road diet, we do not believe the city's study – based primarily on average daily vehicle counts on King Street alone – can support that conclusion in a region where traffic is increasing on yearly basis.

Our residents are also concerned about the efficacy of a road diet on Seminary Road. While our residents were provided with the vehicle delays based on a corridor analysis completed at the city's request², many believe the current vehicle counts, congestion, upcoming closure of MacArthur Elementary³, and presence of a hospital just west of the project area do not make the road a suitable

¹ Currently, city data shows that nearly 40% of the north-south traffic diverting off of Seminary Road and Janneys Lane is cut-through.

² See, <https://www.alexandriava.gov/uploadedFiles/tes/info/11%20Seminary%20PM2%20Alternatives%20Comparison.pdf>

³ This will include routing nearly 800 students up Seminary Road to Patrick Henry Elementary for a two year period.

location for a road diet within our city. Further, as we stated during the meeting, while road diets maybe a viable option for some roads within the city, making Seminary Road, a major arterial, the third road in Alexandria and second arterial on which to test such an initiative creates a sense of anxiety about its potential impacts on traffic.

Our residents have also expressed concerns that the city is using safety as a reason to propose reducing the number of lanes on Seminary while the city's data shows that this stretch of Seminary Road does not have a major safety problem. As acknowledged during our meeting, city staff agrees that this stretch of road is not unsafe⁴, but that the under the Complete Streets and Vision Zero programs, their goal is to improve safety and provide commuting options for all modes of traffic when a road is repaved. While our residents appreciate idealistic goals expressed through these initiatives, they believe the city must continue to bear in mind the ongoing issues we face as a cut-through city in a region plagued by problems with mass transit and large scale, ongoing development.

In addition, our residents largely agree that a road diet is not the only means to improve safety on Seminary Road. One of the most commonly cited causes of accidents is speed. The King Street road diet (which also reduced the speed limit on that stretch on King by 10 MPH), had only a marginal impact on the speed, and the 85th percentile speed on the stretch of road still hovers around 32-37 MPH.⁵ In comparison, studies show that simply reducing the lane width on a road can produce similar results, and, in some cases, can reduce the average speed by 10-15%.⁶

Finally, we discussed funding sources for this project. On this point, we are frustrated that the implementation of several safety features remains outstanding for CCP, including new/additional speed humps and painted curb extensions, and that those features may not be implemented before Seminary Road is repaved. During the meeting, we were told that our safety improvements come from a separate bucket of funds than the Seminary Road project. We do not find this a sufficient explanation for the delay and believe it reveals serious defects in the funding process for these traffic safety projects.

In addition, our residents remain concerned that none of these minor safety improvements do anything to address the ongoing congestion which occurs at the Duke/Telegraph intersection. Any potential means to alleviate these issues through the FY24-25 SmartScale grant will only impact *some* of our neighborhood roads and it will take years to see any relief through that project. Undertaking major changes to arterial roads, while failing to address congestion, reinforces the impression that city government is unwilling to tackle these larger issues.

Request for Additional Data Analysis

Under the principles of the Central Alexandria Traffic Task Force, no projects proposed by the city as a result of the Central Alexandria Traffic Study should shift traffic from one neighborhood to

⁴ In fact, police data and city analysis find that streets within our community have suffered a nearly equal, and sometimes higher, number of vehicular accidents as the stretch of Seminary Road at issue. This data does not include the intersections of Duke and, respectively, Yale, Cambridge, and West Taylor Run; the latter of which one city staff member once described as "one of the most dangerous intersections in the city".

⁵ See: <https://www.alexandriava.gov/uploadedFiles/tes/ATTACHMENT%203%20-%20Summary%20of%20King%20Street%20Complete%20Streets%20Evaluation.pdf>

⁶ See, <https://www.fhwa.dot.gov/publications/research/safety/15030/006.cfm> and <https://streets.mn/2015/11/03/chart-of-the-day-lane-width-vs-speed-on-suburban-streets/>

another. We are concerned that, to date, staff studies neglect to address the impact of the Seminary Road proposal on our community. We request the city perform an analysis on this issue based on data available through the Central Alexandria Traffic Study.

In addition, traffic counts used to justify the appropriateness of a road diet on Seminary showed traffic along this stretch of road to be between approximately 15.9k-18.6k vehicles per day. This level of traffic makes it somewhat appropriate (following a corridor analysis) for a road diet under federal highway standards. However, those standards also state that volumes over 20k require an additional level of analysis; and volumes over 24-26k are not appropriate for road diets. The Central Alexandria Traffic Study showed volumes of well over 20k and perhaps as high as 33.8K along Seminary Road. We request staff look into the volume counts collected under the traffic study and provide (1) the differences in the volume counts between these two sources of data and (2) an explanation of how those differences impact Seminary Road as a candidate for a road diet.

Results of a Recent CCP Resident Survey

Finally, we were shown drafts of two potential new proposals for Seminary Road. Both contain four travel lanes but narrow the lanes to 10.5 and 10 feet respectively. The first mirrors the “Alternative 4” proposed by the Seminary Hill Association and the second proposes four 10 foot travels lanes. Both appear to incorporate significant pedestrian safety improvements.

Following our meeting with staff, we surveyed our residents about issues pertaining to Seminary Road in general, and the narrowing of lane widths (while maintaining Seminary as a four lane road) in particular. Below is a summary of our findings:

All CCP residents who responded to the survey use Seminary on a weekly basis. A vast majority uses it at least multiple times per week and over 34% use it daily. Use of Seminary Road by our residents is not limited to vehicle travel; 47% of our residents use Seminary for pedestrian travel; 17% use it for occasional cycling travel; and 15% use it for occasional mass transit.

If forced to choose only between the currently proposed Alternatives 1, 2, and 3, our residents overwhelmingly (90%) choose Alternative 1. However, if presented with a plan to maintain Seminary as a four lane road but narrow the lane width to 10.5 or 10 feet, a significant majority of our residents would choose that option. In fact, a majority of our residents would support any alternative allowing for pedestrian and cycling improvements while maintaining four vehicle lanes.⁷

Our residents are not opposed to safety improvements along Seminary Road. When polled about the improvements they would like to see, a majority of residents support: (1) the installation of crosswalks; (2) adding a hawk signal for pedestrian crossing at Seminary and Fort Williams; and (3) adding missing sidewalks. However, it is also clear from responses that residents are concerned with the way this project is heading and that staff is predisposed toward Alternative 3. When asked about concerns, the top four expressed by a majority of residents are: (1) vehicle delays on Seminary; (2) additional cut-through traffic in our community; (3) the city using safety to justify unnecessary changes to Seminary; and (4) the efficacy of a road diet on Seminary Road.

⁷ A higher percentage (73%) supported 10.5 foot lane widths over 10 foot lane widths (54%).

Conclusion

We again thank the city for taking the time to sponsor multiple community meetings on this project and for meeting with members of our Board; providing us an opportunity to learn more about the options; and sharing our community's concerns. Our residents value traffic safety and believe it should be a priority for this city; we deal with it on a daily basis. However, as an impacted community, a majority of our residents believe the city can meet its goal of enhancing safety for multiple modes of transportation without reducing the number of vehicle lanes on Seminary Road. We therefore ask that the city refrain from submitting any of the current alternatives to the Traffic and Parking Board for consideration. Instead, we request that you develop an Alternative 4 which encompasses significant safety improvements, narrows the width of vehicle lanes, and maintains four travel lanes.

Sincerely,

The Board of the Clover/College Park Civic Association
Lisa Porter, President
Roy Byrd, Vice President
Hill Montague, Treasurer
Kathleen Parnell, Secretary
Thomas Walczykowski, Member

cc: Mayor Wilson and the Members of City Council
Mark Jinks, City Manager
Members of the Traffic and Parking Board (via Bob Garbacz)
Sergeant John East, Alexandria City Police & CCPCA Community Liaison



Mr. Yon Lambert
Director of TE&S
City of Alexandria
301 King Street
Alexandria, VA 22314

May 6, 2019

Dear Mr. Lambert:

On behalf of the members and friends of Alexandria Families For Safe Streets (AFSS), I am writing you to express our support for the City to implement a road diet repaving plan (aka option #3) for Seminary Road between Howard and Quaker Lane.

AFSS' mission is to promote safe streets for all people to walk and bike, by telling the impact stories, increasing political support, and advocate change in policies and investments that eliminate traffic-related fatalities and injuries in our city. AFSS has a core membership of over a dozen survivors of vehicles crashing into them plus members with family or close friends who were killed in vehicle / pedestrian crashes. Our broader membership is over 600 concerned citizens who join us in the advocacy for safer streets.

We queried our most active members (175 people) about the issue of whether Seminary Road should remain a four-lane road or reconfigured to allow for a road diet. The overwhelming majority of AFSS members who expressed an opinion voted to support option #3 as defined in T&ES' repaving alternatives.

Out of the minority number of members who opposed a change, several voiced concern about Douglas MacArthur School students moving temporarily to the Patrick Henry site. They fear any delay on Seminary (even 30 seconds) will cause more drivers to cut through their neighborhoods and make it unsafe for students to walk and bike to school. AFSS' Board respects such concerns but believes this issue is bigger than a Seminary Road diet modification. Other measures such as high visibility enforcement needs to be taken regardless of what happens to Seminary Road.

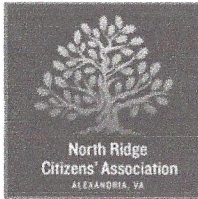
AFSS asks that you enact street engineering changes that could spare our fellow citizens from the nightmares that some of us have had - and still endure - because of a driver speeding and not heeding the traffic laws on our roads. Seminary Road is a litmus test for the City of Alexandria to implement street safety redesigns per the Vision Zero plan. As one of our members said: "it does not make sense to me that we keep it (Seminary) dangerous for the sake of a faster commute". Thank you for your consideration.

Sincerely,

Mike Doyle
AFSS Founder

cc: Mayor Wilson and City Counsel, Mark Jenks, Chief Michael Brown

Alexandria Families For Safe Streets
1800 Diagonal Road, Suite 600, Alexandria, VA 22314
Office: +1 (571) 447-4310 Fax: +1 (703) 647-6259
e-mail: mike@alxffss.org
www.alxffss.org



NRCA, P.O. Box 3242, Alexandria, VA 22302

April 23, 2019

SENT VIA EMAIL

The Honorable Justin Wilson
Mayor of Alexandria
City Hall
301 King Street
Alexandria, VA 22314

Dear Mayor Wilson:

The North Ridge Citizens' Association (NRCA), representing 2700 individual households, would like to share its concerns about the City's proposals for traffic calming along Seminary Road. We also wish to request that a representative of the Department of Transportation and Environmental Services (T&ES) attend our next monthly meeting, which will be held on Monday, May 11 at the Beverley Hills United Methodist Church at 3512 Old Dominion Blvd. starting at 7:30 PM.

At our April 8th meeting, many North Ridge neighbors voiced a variety of concerns about the City's proposals. Principally, they are worried that implementation of any of the proposals will increase driving times along Seminary Road without any measurable improvements in traffic volume or safety. Several speakers asserted that the narrowing of lanes on Russell Road and the recent restructuring of lanes on King Street have negatively impacted traffic flows, to the detriment of safety. When coupled with the many email comments that we received, the overwhelming consensus is that the City should maintain the existing Seminary Road design. Notably, Seminary Road is a major roadway for getting across the City and residents want all efforts to be made to place priority on drivers and traffic flow.

NRCA has set up a committee to examine the proposals in more detail and to confer with City leaders about resident concerns. As mentioned, we ask that T&ES attend our May 13th meeting before that body makes any recommendations to the Traffic and Parking Board (PEB) later in the month.

Additionally, we ask Council to direct any individuals serving on the PEB who are affiliated with lobbying organizations with a vested interest in this matter, including the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC), to recuse themselves from any City decision-making.

Regards,

Kay Stimson,
NRCA President

cc: Elizabeth Bennett Parker Canek Aguirre John Taylor Chapmen
Amy B. Jackson Redella S. Pepper Mo E. Seifeldin
Yon Lambert NRCA Cmte on Seminary Road Proposals

APPENDIX C - Emailed Letters and Comments

Hi Christine,

I wanted to personally thank you and your team for taking the steps to reduce traffic on Seminary Rd from 4 to 2 lanes. I've been following what I fear is a vocal minority pushing for 4 lanes. I'm concerned many of these people don't experience the impact their driving has on the surrounding neighborhood. Perhaps Seminary Rd is simply a thoroughfare for them to race through with little consideration for the neighborhood. I live on Trinity Dr. and it is extremely frustrating to watch as cars race down the street at 35mph. They often have little regard for the actual posted speed limit of 25mph. This makes turning left or right onto Seminary Rd extremely difficult due to a wide discrepancy in car speeds. It is also very uncomfortable walking along the sidewalks on Seminary and I don't consider it safe to ride my bike on that street at all.

Janney's lane between Quaker and King is a more more pleasant experience for bicyclists and pedestrians. Traffic is more manageable and the streets are much quieter. I'm looking forward to enjoying that same experience on Seminary Rd in the near future!

Thank you again for taking the steps to making our neighborhood safer, quieter, and more accessible for all modes of transportation.

Matthew Bain

Hello,

I have lived in Alexandria for 35 years and drive a lot in the city. In that time I have NEVER seen a bicyclist on Seminary Road. On the other hand I have seen lots of car traffic. Often the existing two lanes have been hard pressed to handle it.

As a resident of Scroggins Road who has been negatively impacted by the King Street 'calming' initiative, I would ask that you not impose the same fate on Seminary Road traffic by reducing it to two lanes.

Thank you.

Mary Wills

I just saw an announcement concerning Seminary Road (in VA), a road I have been living on for 1.5 years that desperately needs repair attention. I'm shocked to think this idea of reducing lanes is receiving serious consideration because a) I've never seen a bicyclist use the road, ever, b) the road is in such poor condition near the Skyline area that automobiles have trouble using the existing lanes, c) the traffic flow is too much for the existing number of lanes at the full window of rush hours, and d) the population is so dense that adding lanes is necessary, not converting lanes (thereby reducing the number of high use existing, lanes).

Announcement: *****URGENT***** Seminary Road to be REDUCED to 2 Lanes for Vehicles

This past Thursday March 14th, Ms. Christine E. Mayeur, Complete Streets Coordinator from Transportation and Environmental Services (T&ES), gave an update on the Seminary Road project.

The City is pushing forward to reduce Seminary Rd to 2 traffic lanes that run from Howard Street (at Alexandria Hospital) to Quaker Lane. In addition, they reported that the traffic west of Howard Street will be managed by additional "traffic diet" measures by implementing options that will most likely add to delay in traffic movement.

What this means:

---2 traffic lanes on Seminary Rd will be converted to a BIKES-ONLY lane(s) due to 'safety concerns.'

---T&ES has already selected the plan and wants to push the approval process as fast as possible with a little as possible citizen input.

---PLEASE attend the meeting on March 25 and voice your concerns to T&ES, and to the Mayor and City Council in writing and in person and encourage family, friends and neighbors to do the same. The very few residents who use the bike lanes are very vocal and will be in attendance.

V/r

J. Miller, DBA, CDFM-A, CGFM, DFMC3

Dear Ms. Mayeur:

I understand from reading a post in the Next-Door listserv that the city is moving ahead with reducing lanes on Seminary Road to two lanes to accommodate bicyclists.

It is my opinion that this is not a good move for the great majority of citizens here. Traffic will be tied up even further in order to accommodate very few bicyclists.

I am a senior citizen who drives my car to run errands and go other places. I am not physically able to do otherwise. On occasion I do ride a bicycle recreationally but only on bike paths.

Getting around Alexandria is getting harder and harder and might be the straw that breaks this camel's back. I am an empty nester and live in a townhome in Stonegate and my property taxes are approaching \$7000 a year. For that kind of money I expect some consideration. Making Seminary Road into two lanes for cars will only cater to the young, fit and wealthy people in our city. But even they have to get from point A to point B which is increasingly difficult here.

Thank you for your consideration.

Ellen Harmon

Ms. Mayeur -

I know you are getting bombarded with notes and calls on the Seminary Road issue. One area I do not see a lot of discussion about is what will be done on the pedestrian side of things. We are focused on cars and bikes, but what about the people who consistently run across Seminary at non legal crossings? You can make Seminary one lane, but if people continue to dart across the road - especially at night or dawn/dusk - it won't really matter.

The bus stop on Seminary across from the hospital is one trouble area and then down by the shopping center close to 395. Both of the areas have very visible cross walks yet so many people are unwilling to use them.

The city plan should include education and enforcement of pedestrian laws.

On another note, our neighborhood met with the acting CEO of the hospital and she was very surprised to hear about the changes to Seminary. How are you going to ensure emergency vehicles will be able to get to the hospital when one lane a traffic is backed up around Jordan?

Thanks for your consideration,
Katherine Gehman

Dear Ms. Mayeur:

I want to applaud your effort to improve the safety of Seminary Road from Howard to Quaker Lane. My family lives on Colonel Ellis Avenue. We travel this stretch of Seminary multiple times everyday by car. We also walk and jog along Seminary. In short, it is not safe. There is virtually no buffer between pedestrians and vehicular traffic on Seminary Road. The cars travel along the road at an extremely high rate of speed, well in excess of posted speed limits. I have personally feared for my safety while jogging on the sidewalk. I discourage my children from walking along the road. I fear that some large trucks might even hit pedestrians with their side mirrors, they are so close to the pedestrian path. Adding the bike lane will provide a much needed buffer between pedestrians and cars. I think it is a great idea. I view the actual bike lane only as a side benefit. Though one that I might use!

All that said, I am fearful of what will happen to traffic. Will cars try to use St. Stephens, to Colonel Ellis, to Fort Williams as a way around back-ups? Perhaps not, but I am sure that Waze and Google Maps and similar navigation programs will find this as an alternate route when there are back-ups on Seminary.

Do you have a plan to discourage this? Are you thinking of traffic calming devices on Colonel Ellis? Are there studies available on how the plan will impact traffic in adjacent areas?

Will you plan to maintain the left turn lanes at Quaker and Howard? I use the left turn lane on Quaker in the AM to take my kids to school and I can tell you that it is problematic. Last summer, the city shortened the turning time for the left lane and it has been causing

problems ever since. Very rarely can all the cars waiting to turn left make it through. The left turn signal would benefit from being just a second or two longer. Another problem: Many inexperienced drivers -- or perhaps rude ones -- try not to wait in the right hand lane for going straight or right, but come into the left turn lane and try to cut over to the right lane at the end. This blocks the left turn lane such that the cars that actually want to turn left are not able to do so. In addition, the shorter turning time leaves the cars in the left lane unable to "catch-up" to the light in time to turn once the cars blocking the left lane have moved on.

I definitely applaud this effort and like the idea of emphasizing safety and bike transport, but would love to know more from you about what you think the traffic impacts will be at the intersections and in our neighborhood.

Thanks,
James O'Brien

Christine and Yon,

We write to object to any narrowing of Seminary Road west of Quaker Lane.

We have learned that narrowing roads on King Street and Van Dorn Street has exacerbated traffic flow for residents at peak hours when people are trying to get to or from work, or are transporting their children to or from school and activities. Seminary Road is primarily a major thoroughfare on which so many of residents in Central Alexandria depend. Narrowing it is likely to reduce vehicular mobility at peak hours when we need the road capacity.

Please do not use traffic deaths to support this or other road diet projects. They do not support the notion that the road designs are flawed and that roads should be narrowed. Please find other ways to address the perceived safety fears of the few people who need to cross Seminary in between Howard and Quaker. That, we can support.

Thanks,
Bill and Bonnie Rossello

Dear Ms. Mayeur,

I am writing to express my concern about the suggested narrowing of Seminary Road between Howard and Quaker Lane. While reducing our carbon footprint and making the streets safer is a laudable goal, I believe narrowing Seminary Road will cause a significant increase in traffic and congestion. Seminary Road is a main thoroughfare and reducing it from four lanes to two will not decrease traffic - people won't suddenly be jumping on their bikes just because that road has been narrowed. Rather, people will be frustrated when they drive on it and perhaps seek alternative routes through residential streets.

Narrowing King St in front of T.C. Williams, 25 mph on Quaker Lane....these are unrealistic for our traffic patterns and the level of projected growth. Since King St has been narrowed to make room for bike lanes, I have yet to see a cyclist on it.

I urge you to listen to the residents of Alexandria and keep Seminary Road four lanes.

Thank you,
Julie Ciccarone

Dear Ms. Mayeur,

I received a mailing from the City with this text:

"At the community meeting, staff will discuss the reduced study area, share the three design concepts, and ask for input on potential improvements to Seminary Road. All meeting materials will be posted on the website after the meeting. An online feedback form will also be available through April 10 to collect additional community input for those who are not able to attend the meeting in person."

Are the three design concepts available to view before the March 25th meeting? For many city meetings, the materials upon which the discussion will take place, are made available before the meeting.

Thank you.

Sincerely,

Patricia Evans

I walk along Seminary all the time and live one house off Seminary and think it is a great idea to reduce it to 2 lanes.

--

Robert Shelburne

Dear Ms. Mayeur,

It is my understanding that the City is planning to reduce the driving lanes on Seminary Road; I would like you to first obtain the approval of the residents and people who use this corridor. I myself am against reducing any driving lanes in favor of bicycle lanes, etc. as this will cause gridlock and an unhappy citizenry. Thank you for your help in this matter.

Sincerely, Martha von Guggenberg

Ms. Mayeur:

I urge you and your colleagues NOT to reduce the number of traffic lanes on Seminary Road. That would be a terrible idea.

Bicyclists do not make up enough of the traffic population to justify reducing the number of lanes available to cars on busy streets such as Seminary Road. Reducing the number of car lanes will not cause people to abandon their cars and switch to bicycles or mass transit.

There are plenty of less-traveled streets in Alexandria for bicyclists to use. They do not belong on heavily traveled streets, which were, let's not forget, built for cars.

Please do not make driving in Alexandria any more of a hassle than it already is.

Sincerely,

Sally McConnell

Ms. Mayeur -

I am opposed to the reduction of car lanes on Seminary Road between the hospital and Quaker Lane, to make one each way a bike lane. There is already serious congestion on this stretch of road, and the only way for those between Seminary Road and Duke Street, to get to or from Old Town without using Duke Street. I absolutely would have more respect for accommodating bikers if they obeyed the traffic lights and other signals as the cars do, but every day I live in fear of accidentally hitting someone on this stretch of road. Please consider the density of automobile drivers and citizens in this area.

KAY TIBBITS

Thank you for checking on this and for your answer on how it may affect the Seminary Road project.

I believe my husband has participated in the transit survey but I will double-check and make sure he does since he is a frequent rider at Seminary & St. Stephen's Road. He is able to walk up to Howard & Seminary to catch a bus but it is not safe to walk the sidewalks along Seminary Road in that stretch....which is one thing I know is a problem to possibly solve with the repaving project.

Thanks again for all your help on these matters.

Patricia Evans

Greetings!

I will be out of town on March 25 and therefore will not be able to attend the meeting regarding the preposterous idea of reducing Seminary Road by two full lanes. Please let me register my **STRONG** opposition to any reduction of car traffic lanes in order to accommodate a very few, but vocal, bicycle riders! A "road diet" on Seminary Road is absolutely ridiculous!!! I have used Seminary Road twice in the past six months to get to the Emergency Room! If I had had to wait in only one lane of traffic I might well be dead right now—no exaggeration.

Please use some common sense in this matter. That is a main artery and heavily used at all hours. This is not the time or place to try to choke traffic and make area residents and commuters alike positively miserable! If there was a mass emergency of some type, we would need that road for egress to get out of this area. I am a disabled senior citizen—I cannot use a bike; I cannot use mass transit; and I cannot walk to my many medical appointments. But I have lived here and paid taxes to the City of Alexandria since 1974. I feel like my opinions just don't matter to this City's government. A road diet is a very bad idea. It is not appropriate in this situation. The number of actual bicycle riders on that stretch of road is extremely low indeed.

Please put the entirety of this message into the public record, and please send me a non-canned reply. Also I request you share this message with the Mayor and Members of City Council, and members of the T & ES Commission.

Thank you.
Mrs. James S. Ray

I think that it is a mistake to inconvenience hundreds of drivers of cars in order to accommodate a few bike riders on Seminary Road!

Doris Ablard

Regarding the Seminary Road Complete Streets Project

I opposed that Seminary rd will be reduced to two lanes. This will increase the traffic. I use seminary rd on a daily basis to commute for work.

Ahmed Ben Salem

I oppose reducing the number of lanes on Seminary Road. Also, I think road conditions (potholes, etc) and congested traffic are the worst they have ever been.

Gerry Herbert

I am very concerned about the proposed plans for Seminary Road. When I initially heard about the plans, I attended a meeting at Emmanuel and no city traffic people agreed to attend. We were told that our "anxiety" was unwarranted. To find out now that the city is moving forward with this horrible plan that seems designed to appease the wealthier part of the city is infuriating. Seminary road is a critical artery where the reduced speed limits are already burdensome. There are people like myself who work someplace that is not accessible by public transportation. I hope Mayor Wilson is responsive to this widespread concern on the part of people who just need to be able to get around an already congested city. The fact that this is the suggestion to solve traffic problems while continuing to build and build and build with no additional schools and then proposes insane solutions like reducing road space.

I look forward to your response.

Katy Sokolove, Seminary Valley Resident

I oppose the narrowing of Seminary Road as part of the Alexandria Complete Streets Program. We need to keep the current four lanes on Seminary open to vehicular traffic.

Hi Christine -

I'm writing to you as my family is very concerned with the consideration by Alexandria to reduce Seminary Rd to two lanes. Why would the low volume of vocal bicyclists outweigh the not-as-vocal drivers that use Seminary Rd every day. Often traffic is backed up in all four lanes of Seminary, I can't even imagine what it will be with only two lanes! I'm shocked that the city would consider reducing the lanes and making it more congested. Additionally, I keep hearing that there are concerns about safety of pedestrians - yet I haven't heard strong stats pointing to justification for reducing the

lanes. Shouldn't there be consideration in moving bus stops and crosswalks? We are strongly apposed to the lane reduction and hope that the city hasn't already made up it's mind.

Thanks for your attention.

Regards,
Renee

Hello public servants, you should all be ashamed of yourselves for even considering this unnecessary, unwarranted, almost pointless change to Seminary Road. I live 2 blocks from the road, I drive on it every single day and I have not seen a bicyclist in over a year. Where is the cycling hoard that you serve? Is it in your imagination? Is there another reason you are considering this? Instead of reducing the lanes you should put your efforts towards restoring the 35 mph speed limit that the road should have. All your 25mph zones and the car-damaging "calming" bumps you put everywhere inhibit lawful movement around the city. Stop wasting time and money, you will lose votes if you do this, simple as that.

A concerned, tax-paying resident of the Hammond MS neighborhood
Harry Oxford

It is so sad that the city is installing all of these bicycle lanes WHEN THEY DO NOT OBEY THE ROAD RULES! It truly makes me SO MAD! We pay high taxes in this city and this is a travesty!!

Lisa Delnegro

Seminary Road Project

We strongly oppose any changes in the current 4 lanes in Seminary Road. In our opinion this will create a forced traffic congestion that will delay transportation of patients that travel by cars to the Alexandria Hospital Emergency Room. Not to mention the delays that will affect the transportation of students to SSSAS, Bishop Ireton HS and the Middle School in Seminary Rd. We are extremely skeptical of the accuracy of your information that this changes will not cause traffic delays. Stop allowing the bicycle lobby to influence your decisions! In France, there are a lot more bicycle riders than in Alexandria, and they don't need special bicycle lanes to travel safely!

Antonio M. Longo, MD
Teresa B. Longo

I see you have a project for Seminary Rd. What about Duke Street between Jordan and Quaker Lane? Also, the City proposes to reduce Seminary to two lanes and a center turn lane in order to make room for bike lanes. Why not choose the more lightly traveled Braddock Rd?

Thanks,

Charles C Grace

Would you please provide **written** handout's at the public hearing that explains the decision-making process for the City --- specifically, how decisions are made, who votes, and who is responsible for making the decisions regarding the City's streets and highways projects. Please provide the names and titles of those who vote (specifically, those who will be voting on the "Seminary Road Complete Street Project"), how and when the residents of the City be informed, if the voting decisions of each voter are made public, and if so, where the voting-record can be found.

Thank you for your attention to this matter.

Taylor

Good Morning - I am wondering if the city has any stats it can share on traffic volume, bicycle usage, or pedestrian crosswalk usage along Seminary Rd?

Has the city done any information gathering on bicycle usage in the future... I am wondering if by putting in bicycle lanes will more citizens opt for riding rather than driving.

I frequently drive up King Street, north from the metro station where they have put in the bicycle lanes and I have never once seen anyone using them. I am not saying they are a bad idea I just wonder if the expense warrants it without some indication from citizens that they intend to make use of them.

As far as pedestrian crossing, I live on West Braddock near the intersection of Scroggins where the city put in a pedestrian crossing. Many times I have seen pedestrians trying to cross in the designated area but cars just do not stop for them so its a mad scramble for the person to avoid being hit. When I see kids on bicycles or women pushing strollers trying to cross it scares me silly. Is there any way that can be upgraded to protect the pedestrians... really we need a traffic light there I suppose.

Anyhow I thought I would share my thoughts with you. I have lived here more than 40 years and traffic has increased.... I applaud your efforts to make our streets safe and usable for all citizens.

Patricia Jennings

I would like to the presentation include signalization at Fort Williams for pedestrians crossing from the bus stops. We should make getting to or from a bus stop safe and convenient.

At Fort Williams pedestrian safety would be improved with a flashing pedestrian light and crosswalk lighting when activated by a pedestrian (similar to the crosswalk at the Braddock Road Metro Station). This is important in the evening rush hour when it is dark. It would also help elderly people crossing from the new Immanuel Church on the Hill Chapel to the southside of Seminary Road going to the Zabriski Church. Currently it is unsafe almost any time of the day for pedestrians crossing Seminary without a walk light or activated signal warning drivers.

Also, would like to see shared lane markings "sharrows" for bicyclist on the curbside travel lane. Green shared lane markings may be confusing to motor car drivers and bicyclist. Where traffic backs up at Quaker Lane -evening rush hour-I would like to see an escape opening allowing bikers to go on to the sidewalk and cross Quaker Lane at the crosswalk.

There have been several telephone poles taken out on Seminary Road by motor vehicle drivers approaching Quaker Lane over the years. Speeding too fast for conditions maybe the cause. There should be a flashing yellow light warning drivers to slow down when approaching the backup at Quaker Lane.

I would also ask that consideration be given to having the curbside lanes at 12-13 feet, reducing the outside lane to 10-11 feet. This may help reduce speeds in the outer lane and alleviate multiple threat crashes involving pedestrians trying to cross Seminary Road. Thanks

--

Dave Cavanaugh

My wife and I have lived in Varsity Park since 1988, and during this period we have seen traffic worsen to the point where commuting in this area is at times very difficult. Since the BRAC building opened, both rush hours are often gridlock. My point is that reducing Seminary Rd to one lane each way is a huge mistake. I live on LaSalle Ave. and during rush hour it is a very difficult process to get on Pickett Street. The wait to get on Seminary is lengthy and tedious. If this plan to go to one lane each way is approved, the West End traffic will go from being bad to terrible! Please consider the traffic problems that approving this plan will cause for the residents of the West End. Bike lanes are a good idea if locations can handle them without causing serious traffic problems. Bike lanes on Seminary would be a traffic nightmare. Please do not approve this plan.

Thank you,

John E. Nottingham

Christine,

I was unable to attend the event tonight, but my wife Jessica and I wanted to express our support for the two lane design summarized in the materials provided by the city. We live one house off of Seminary on N Gaillard Street and use Seminary between Quaker and Howard very frequently to run, walk and bike. We have young children and certainly try to avoid taking them to walk or bike on that corridor. Our first thought was that emergency vehicle access could be impacted, but I would assume the exhaustive study done here would have fully considered that. If I need to express this opinion anywhere else please let me know.

Thank you,

John and Jessica Richardson

Mr. Buck,

This conveys my opposition to the narrowing of Seminary Road to 2 lanes. I have lived on N. Latham Street since 1988. Many area residents are seniors, like myself. Not many are bicyclists. If so, we ride for leisure & not on busy streets for commuting. We want to be able to drive to Old Town for dinner, if we choose. Already Duke is clogged, and also King Street including when accessed by Braddock Road. The 25 mph speed limit, along with more signs & increased police enforcement of the speed limit, should be enough to increase safety on Seminary. Let's try the least drastic measures first. The vast majority of our neighbors and civic association members OPPOSE reducing Seminary Road to 2 lanes. —Mary B. White

I understand there is now a Complete Streets Project which will alter Seminary Road between North Howard Street and Quaker Lane. Where can I find an engineering plan for it, please?

I am very familiar with this corridor on Seminary Road because we have lived on Ft Worth Ave, near St Stephens & St Agnes School, since 1985.

I am trying to find out if the plan being considered will change Seminary Road from a four lane road divided by a double yellow line between North Howard Street and Quaker Lane. If so, I would like to have the opportunity to object to any such change. There are several reasons for my objection.

I would also like to know if the traffic count data can be divided into two subsets, one for the traffic count on Seminary Road between Kenmore Street and North Howard Street, and the other for the traffic count on Seminary Road between North Howard Street and Quaker Lane.

The reason for these two subsets is because the city planners apparently assume that Seminary Road west of North Howard Street is a “higher density traffic area,” whereas Seminary Road east of North Howard Street is a lower density traffic area. I don’t believe this assumption is correct because the traffic count on Seminary Road must be quite similar on both sides of North Howard Street.

So my questions are:

1. Where is the engineering plan for the “Complete Streets Project” work on Seminary Road between North Howard Street and Quaker Lane?
2. What is the traffic count in these two corridors on Seminary Road:
 - a) Traffic count on Seminary Road between Kenmore Street and North Howard Street
 - b) Traffic count on Seminary Road between North Howard Street and Quaker Lane

3. Where should comments of residents on the “Complete Streets Project” work on Seminary Road between North Howard Street and Quaker Lane be submitted?
4. What is the deadline for comments?

Sincerely,
Henry W Abbot

Hi,

I am voicing my opinion in favor of Alternative 1 plan for the repaving of Seminary Road.

I am vigorously opposed to taking away lanes on a busy, well-trafficked thoroughfare that I use every day on my to and from work, children's school, errands, etc.

I have filled out the survey and emailed with the mayor's office.

Please contact me if you want to discuss this further.

Thanks and best wishes, s.

PS Darren Buck's old email auto-replied to send this to you. If this in error, apologies and can you direct me to whom I should send this? Thanks again.

Sam Votsis

Yon,

Good morning. Great seeing you at the community meeting on 3/25 to discuss Seminary Rd.

Meeting feedback is below. As I mentioned at the meeting, we can identify better alternatives than these ... ones that will both improve safety and overall capacity for this vital major thoroughfare.

Will have hot peppers ready in July; please feel free to drop by any time and pick some.

Regards,
Jim Allgood

Feedback from 3/25 Meeting on Seminary Road Complete Streets Project

* Overall: The overwhelming majority of attendees supported retaining all four lanes, while making changes to improve safety.

** Rationale, inter alia, for retaining four lanes: Enables emergency responders to/from the fire department and hospital to be more responsive; facilitates the flow of traffic through West End Alexandria; accommodates local residents who use it daily to meet their needs for work, leisure, necessities, and worship.

** Rationale for improving safety: still too many speeders -- clear message was to find ways to reduce their numbers without reducing the thoroughfare's capacity.

* An unhealthy "Us versus Them" mentality seemed to pervade the meeting ... "Us" being the citizens attending; "Them" being the City staff. My opinion -- both "sides" were at fault.

** Citizens. Anecdotally, many are convinced the City has made up its mind to reduce Seminary Rd. to two lanes, despite numerous objections and viable alternatives offered over the past six months. I'm convinced the City will listen and do its best to meet the desires of the majority of the people, just as it did to reduce the speed limit to 25MPH.

** City Staff. Rather than being more in an objective/listening mode, it seemed to be in a defensive crouch and attempting to defend the two-lane alternative no matter what. Example: The moderator essentially stated that emergency responders should have no problem on a two-lane road, because they could use the center turn lanes. In sidebars with several emergency responders in attendance, they were adamant that reducing Seminary Rd. to two lanes would have a significant adverse impact on their response times. I guess an "engineering study" could be accomplished to see who's right, but common sense and experience indicate four lanes would be better; so, why would City Staff defend two lanes based on speculation/opinion? Why not at least say, "Good point. We'll look into that."

* Issues with the alternatives:

** Criteria. Two points:

*** They appear to be somewhat disconnected from the City's goals/objectives, as well as being incomplete. For example, one City objective is to improve mobility for all users; yet capacity is not addressed.

*** Here are three that could work. For vehicles, pedestrians, bicyclists, and public transportation, the extent to which each alternative would:

- 1) Improve safety
- 2) Increase capacity
- 3) Accommodate all roadway users

BTW, seems to me there are other factors, such as the extent of user/citizen support for each option and each option's cost and timeline for implementation

*** Objective assessments. A number of speakers complained about the subjectivity of the City's ratings of the three alternatives offered. Agree. Perhaps the City Staff could have a group of citizens who proportionally reflect Seminary Rd. users also rate the alternatives have their ratings factored into the overall ratings.

*** Lack of creativity. A number of speakers and I have suggested alternatives that appear to better address the overall needs of all Seminary Rd users; yet, the City Staff has selected three, all of which alienate most of the users being considered.

* Someone questioned why a city official was not in attendance; guess they wanted to see someone from the City Council. Thought your attendance was sufficient.

I am writing to OPPOSE any loss of vehicle lanes on Seminary Road. The four lanes are already congested, due to the crush of traffic to the BRAC building. I have been commuting on Seminary Road for 30 years and I never see bikes

except for Saturday and Sunday. And if you do narrow Seminary, inevitably it will shift the traffic to Quaker Lane, which is already overloaded with school traffic and Bradlee customers.

Sandy Johnson Raasch

I do not have time right now to address every issue on the website but to get to the zero vision, you should not constrict or make major changes to the Seminary Road, aside from well marked, lit and designated crosswalks:

1) Seminary Road is a major route to the hospital for emergency services. The goal is NOT to obstruct or in any way make the road more narrow, especially not with more bikes scooters etc. (If you want create a walking and biking path on the seminary easement OFF the road. Two full lanes are important to move the cars. YOU WILL KILL more people than saved by making the proposed changes which constrict flow or add bicycles to the roadway. The brain dies after 4 minutes without oxygen or blood flow. People need to the to the ER extremely quickly to live. Far more people depend on getting to Alexandria hospital to receive quick lifesaving care than have been injured or killed on Seminary road in that stretch.

2) to have less accidents the city needs to acknowledge that new cars and those going forward have more safety features and collision avoidance mechanisms than ever. Promote rather than create a war on these vehicles. You will do more to obtain the zero vision if you create policies and road designs which embrace free flow and more visual open spaces: embrace people owning and buying cars with new technology. Yet, you are also proposing higher tax/fees on new vehicles.

We all know how statistics can say or do anything depending on the assumptions made to create them. Quaker Lane near the Duke street intersection is a pathetic mess with blocks of stopped traffic due to not enough traffic flow, and it is sad that Alexandria interests are now proposing more of a mess by changing Seminary Road. It is really quite insulting to the civil engineers who did a great job designing them in the first place.

Respectfully and with risk assessment in mind,

Pat Weggel

BS Civil Engineer with significant traffic safety background (I ran the EPA safe driving program for years).

We have lived on fort Worth Ave for 47 years . Seminary Road is the road I use thru out the day multiple times !! It is now a busy road with residents going in & out to work or errands , students going in & out , people that work trying to get to work & most importantly Ambulances going to Alexandria hospital which is literally one long block from my house. I frequently need to get the the right lane to allow emergency ambulances (& fire engines) to pass!! This is extremely important !! Closure of lanes is absolutely foolish !! It is not only ambulances that transfer patients to & from our only hospital but private cars as well!!!! If even one person who is critically ill cannot quickly get to hospital because of Foolish lane closures the city would , could & should be held responsible !! This road is safe ! What is going on is pure nonsense . Bunny Chapman

Hello Christine

I live at 1115 St Stephens Rd so it is pretty obvious why I am concerned about the affect of possibly changing traffic patterns. I appreciate this opportunity to comment. I am curious about some of the information presented.

First, the 6' width of the bike lanes seems over much. The resulting 10' allocated to automobiles seems to be an unnecessary and less safe squeeze. Why not give bike riders 4' or even 5' to increase auto safety and ease-of-use via 11' or 12' lane width?

I understand the tendency to be responsive to the (inflated) demands of bike riders but Christine, I believe more weight should be given to the safety of the larger proportion of auto drivers. Greatest good for the greatest number, and all that.

Second, As a career professional analyst I considered the time estimates with consternation. The use of fractions of a second just makes no sense. Who would even notice in real life the difference between 30.5 and 30 seconds? What is the source of such fractional time estimates? Certainly not a stop watch and probably an extrapolation from some possibly but unreported set of base data. To use such fractional numbers raises the question of data credibility as well as the credentials of the authors.

Loren Needles

The below email is being circulated by the Cameron Station Civic Association; an association that has consistently been hostile to and has worked against the city's efforts to improve pedestrian safety in and around Cameron Station.

I'm am writing to express my total support of the city's Complete Streets project throughout the city and look forward to its eventual implementation on Cameron Station Blvd when it becomes time to repave it.

Cheers,
Frank Rathgeber

Christine,

I read on Nextdoor (which is a cesspool, by the way) that the North Ridge Civic Association submitted a letter in opposition to this project. I just wanted to write personally as a homeowner in North Ridge to voice my unwavering support for this project. I choose not to participate in NRCA or publicize my local advocacy because of my role working in Arlington County, but I was upset enough about this letter that I felt like I needed to write in. I commend you, and presumably the many other staff working on this project. The website content is not only slick, but informative, comprehensive, and plainly understood. The FAQ was and is an incredible resource, and it makes it obvious the potential recommendations are data-driven. KEEP UP THE GOOD WORK!

As far as the letter, it is unbelievable and disingenuous for NRCA to say that the organization "represents" 2700 households, when only a tiny fraction even participate actively. Like many Civic Associations, unfortunately, it is a socioeconomically homogeneous echo-chamber. While I recognize and appreciate that NRCA does offer an important service to the community, when representing political advocacy its important to note that there is a large percentage of households within those

boundaries who likely don't even know NRCA exists, or if they do, may not agree with the official stance. While its just my opinion, I do believe the silent majority of residents are either apathetic or in-favor of these types of road improvements.

Speaking for my family, I want to see fewer traffic lanes, slower vehicle speeds, and more road-diets which discourage the "efficient traffic flows" mentioned in the NRCA letter - which is obviously code being used for "make it easier for cars, to the detriment of everything else we don't care about." I also trust the City's professional traffic engineers, many of which I've had the personal pleasure of working with, over the armchair activists. If NRCA is serious about vehicle/ped/bike safety, I would hope they see that your (T&ES) analysis of the analogous King Street Complete Street project showed a significant positive impact on crashes with negligible impact on traffic throughput. I trust that if staff does attend their upcoming meeting you take the opportunity to highlight this for their membership.

I hope you'll also note for them that (unless I'm mistaken) its just a striping project - if it fails miserably, which should be obvious according to naysayers, it can be re-striped back to a 4-lane arterial. Alternatively, if we do nothing, we'll lose an opportunity in the future to go further into median improvements, plantings, and other beautification to improve the aesthetics of the streetscape.

It may shock some to hear that there are, in fact, people that live in Northridge boundaries that actually think the City is doing the right thing here, but trust me - there are. I hope the Council listens to the practitioners and data rather than a vocal minority of folks who sound like they'd prefer to live in Loudoun County.

Thank you again for the work you're doing.

- Ben Aiken

Dear Christine,
Good afternoon.

Recently, I became aware of the plans regarding Seminary Road. I am not in favor of this project to decrease the number of lanes on Seminary Road.

I have been a resident of Alexandria for over 40 years. I live right off of Seminary Road and don't really have another choice of roads to use.

This idea needs to go back to the drawing board for the following reasons:

-The traffic on Seminary Road on any given day and time, is heavily traveled even on off hours and the weekends.

- Currently, in the afternoon about 4 pm, the traffic on Seminary Road headed to Janney's Lane is backed up to Fort Williams Parkway, and on occasion, almost to the temple. If this portion of Seminary Road is made a single lane, the traffic would be backed up to the hospital, especially when the employees and physicians leave.

-In addition, the traffic on Duke Street would carry additional traffic and make it unbearable.

Currently, it is no picnic to go down Duke Street during rush hour. It can take me an additional 20 minutes. A single lane on Seminary Road will increase the traffic on Duke Street.

-This project appears to be an idea of a special interest group and is not taking into consideration the majority of the residents in the area.

-What about ambulances headed to the hospital and the cars being able to pull over for emergency vehicles? It does not appear to be enough room on the proposed plan.

-The only area that doesn't have sidewalks is around the Seminary. That should be easy enough to fix when the road is resurfaced.

-Seminary Road needs to be immediately resurfaced, it is in poor shape. The potholes are ridiculous. Road crews have thrown "stuff" on the pot holes to no avail. The potholes continue, it is impossible to drive down the street without dodging a potholes. This winter I had to replace a tire because of the potholes.

-The surface of the road is in very poor condition. I was told last year that the road was to be resurfaced in August 2018. Obviously, that did not happened. According to your document it is due to be resurfaced in September 2019.

I hope these proposed changes don't delay the work on Seminary Road. We can't afford any delays in repairing and resurfacing. It currently is a hazard.

Thank you for your time.

Sincerely,

Kathy Bury

While you've done an adequate job with the 3 different versions for revamping the streets between Howard and Quaker Lane, the idea of one lane in each direction with the middle lane for turns does not seem logical, and unsafe. I'm concerned about the emergency vehicles as well as the backup of traffic from BRAC. I have read, greatly favor and recommend the option #4 recommended by the Seminary Hill Association. As a frequent user of Seminary Hill, living on Quaker Lane, it would be disastrous having more cars backed up on Quaker trying to get onto Seminary with only one lane available to them. The idea of the red flashing lights activated by pedestrians or bicyclists while attempting to cross the street is a sound idea. Also your plans would generate more cut through traffic into residential areas.

Frances Terrell, President

Seminary Civic Association

Dear Ms. Mayeur and Ms. Carroll,

I live at 1106 Dartmouth Rd. in Alexandria. My kids currently attend Douglas MacArthur and in all likelihood will attend Patrick Henry as swing space in the Fall of 2020. I do not understand the concept of narrowing Seminary Road to accommodate an additional bike lane. In light of the massive student and school population that will be moving to Patrick Henry in about 16 months, please reconsider and do not narrow Seminary Road.

As you know Dartmouth Rd. is near Janneys Lane. I rarely see anyone using the bike lane on Janneys Ln that was added a few years ago. Traffic is worse than it has ever been on

Quaker/Seminary/Janneys and more and more cut-through traffic comes through our neighborhood as a result. Specifically, I do not let my children (ages 9 and 6) play in our front yard because there are so many cars SPEEDING up Dartmouth (very rarely stopping at the stop sign at Princeton and Dartmouth) to cut up to Cambridge so they can use the light to cross Duke St. and get to Telegraph. We bought our house in June 2015 and this problem has exponentially increased since then. Let's not forget that Janneys itself will turn into a construction zone to build the new Douglas MacArthur in late 2020 for at least two years.

Is there any way to add a light where there is currently only a stop sign at the intersection of Yale and Duke? It's insane how backed up Yale gets with people trying to turn left onto Duke at that Stop Sign. Seriously – has anyone from the City ever looked at that intersection to see how it could be improved? Also, couldn't the city limit parking on Cambridge to only one side of the road? Currently, cars park on both sides – so Cambridge essentially becomes a one lane road with loads of cut through traffic trying to get to the light at Cambridge and Duke.

Given that our property taxes have recently and significantly increased – you must expect that residents will be frustrated with the city’s failure to take action. I am a two issue voter – schools and traffic. I believe many voters feel this way and that is why you saw a change in our current city council and school board.

In light of the quantifiable cut-through traffic area issue, I cannot understand why the City seems fixated on adding a bike lane on a major road that barely accomodates the traffic that currently exists and will only get worse with the addition of swing space and yet has proposed no concrete solutions for dealing with the insane driving and traffic on Dartmouth Rd. The residents in Alexandria, and specifically the Clover Park/Quaker Hill neighborhood will have to deal with the reality that adding a bike lane will not and does not encourage more biking and will only send more road-raged drivers through our once quiet and safe neighborhood.

Thank you for your consideration of this concern.
Suzanne Duddy

Dear Ms Mayeur: We have corresponded in the past prior to the installation of speed bumps on Jordan St. I have written two unanswered emails to you concerning near head-on collisions on Jordan since the installation - and this is just my personal experience. Repeatedly City School Buses, and there are many on Jordan Street and will be more with the moving of McArthur families to come, cross over the double yellow to avoid the speed bumps by fitting the front tires between the spaces between the bumps. As a consequence on a blind curve before my turn onto Kemper st to access my home on Newcomb Pl I have had several near head-on collisions with buses. Both the bus and I had to come to a complete halt so the bus could move back into his lane. Then the corker was last Thursday I am coming down Jordan and a "Fire Chief vehicle" with sirens and lights on comes up Jordan with NO traffic in his lane - I stop because there is no pullover spot on Jordan at that point - and he CROSSES over the yellow line to avoid the speed bumps. Nearly takes the mirror off my stopped car and moves on. I repeat - there was NO traffice in his lane so no need to move an inch. This has got to stop. If you narrow Seminary Road and move 700 families to the old Patrick Henry which was just approved there will be a solid stream of traffic both private and City moving up and down Jordan twice a day for hours. More accidents will occur. Please do something to train your school bus drivers. city vehicles of all kinds including the trash trucks and at least put of a "stay in your lane" sign prior to the bumps. What this city is doing to our streets is criminal and causing those of us who have lived here for decades to question the motives of our city leaders. Please respond. Toni Roche

Dear Ms. Mayeur:

I am writing to express my dismay at the proposed reduction of lanes on Seminary. I attended the meeting at St. Stephen’s High School and felt the options offered were skewed for bikes not cars. A friend, Linda App, sent me the letter she wrote about the proposed changes. Her letter is so complete and reasonable that I am using it to reiterate my feelings about the project.

I quote:

Sincerely,

Linda Greenberg

Dear Ms. Mayear:

I am alarmed at the prospect that Seminary Road may be narrowed further; it's already one lane each way from Quaker to King Street, and the plan is to narrow all of the rest of it that is within the city, from Quaker west to 395, to "calm traffic." I suppose this will force traffic headed for Old Town onto Duke Street, where it's already crowded and slow. Braddock is already one lane; King Street is also narrowed as it approaches Old Town. I have seen the bike lanes go in, and frankly, I have seen hardly anyone using them.

What is the benefit to Alexandrians trying to get to Old Town? We have so few through roads. I live in the West End, near Alexandria Hospital, and I use Seminary almost every day. I've had it explained to me that the two lanes of Seminary at Quaker eastbound are the way that are on purpose to make it HARD to get straight through the intersection, "we don't want people driving through the neighborhood." Is this extending this exclusivist attitude to the rest of the western part of Alexandria?

At most, I could see turning Seminary into three lanes: two travel lanes, one turning lane. Don't make it just one each way; the potential for collisions as people are stopped to turn left is just too high.

Ellen Briscoe

Hi Ms. Briscoe,

I understand your concerns, but I think it is important that you read our proposals and information for yourself. We are not proposing to narrow it down to only one lane in either direction. One of the three proposals we have is one lane in either direction and a turning lane in the center. The project website is here with a ton of information and a narrated presentation that you can listen to: <https://www.alexandriava.gov/tes/info/default.aspx?id=103393>

We have a survey that closes tonight, that I would encourage you to take after you review the materials. That is also posted on the website link above.

After you review, please let me know if you have any further questions. A frequently asked question document can be found here: https://www.alexandriava.gov/uploadedFiles/tes/info/FAQs_Final.pdf

My very best,
Christine

The alternative that adds a turning lane in the center makes a LOT of sense to me.
Ellie

**Keep Seminary Road 4 Lanes:
Seminary Road 'Complete Streets' Project to Remove Two Lanes of Traffic**

TO: Alexandria Traffic and Parking Board Members and Office of Transportation and Environmental Services

I write this as a tax-paying Alexandria property owner for three decades who drives on Seminary Road on an almost daily basis. I have read all the documents posted by the city on this issue, and studied the 3 alternative designs. Keep Seminary Road 4 Lanes!

Seminary Road is one of the three well-established major east-west thoroughfares for Alexandria, and that cannot change without extraordinary and necessary justification, which does not exist except in the minds of narrow special interest groups: hard-core cyclists; bike/scooter rental companies; and the Zero Vision car-haters. Pedestrians are well-served by the current sidewalk arrangement (with one exception of missing sidewalk on Episcopal property, addressed later.)

The March 25 Community Meeting

There is virtually no community support for the proposals to reduce the number of lanes on Seminary Road, except for the tiny number of hobby cyclists who might or might not use the bike lanes being proposed and the Zero Vision propagandists.

The community meeting at St. Stephens St. Agnes on March 25, 2019 had approximately 200 attendees, and only a handful of people (excluding city employees) voiced any support at all for removing traffic lanes. Those who spoke in favor gave only tepid support. Those opposed were adamant.

Seminary Road Should Remain Four Lanes

Seminary Road is not at all dangerous with respect to its 4-lane design—especially since the speed limit is now 25 mph, and there is no valid cause to consider reducing the number of lanes. Vision Zero’s analysis identifying the road as ‘high risk’ is not supported by the historical data – collected when speed limits were higher (35 mph). In fact, it is now an even safer stretch of road, especially considering the high volume of traffic (16,000 cars per day).

Specific examples of misleading data being used to support the move to 2-lanes:

- The Kenmore to Quaker stretch is .4% of the street network but has 1.1% of the crashes. Fallacy: This comparison falsely assumes that every road in the street network carries an equal amount of traffic when that is patently and obviously untrue. This stretch of Seminary carries a heavy traffic burden and is probably having LESS than its ‘fair share’ of crashes when compared with equivalent traffic volumes.
- This campaign seems to imply that there are many citizens who are asking for changes so that they can bike to work. The study (which I can no longer find posted) did not support that insinuation, even though a great number of survey-takers were bikers, skewing the survey results. Workers who both a) live a short distance from work and b) are willing and able to bike to work (on good weather days only, of course), are a very small percentage of the population in Alexandria. They do not constitute numbers significant enough to permanently alter the lives of everyone else in our community.

Reducing Lanes Creates Problems

Constricting the Seminary Road traffic flow to 2 lanes would cause many problems:

- Rush hour congestion would be at least twice as bad as it is now, and the bike lanes would be empty 99.9% of the time.
- More cars would be idling in traffic, meaning that thousands of cars/people would be
 - Increasing air pollution
 - Wasting gasoline
 - Increasing travel costs
 - Wasting time (family time, work time, leisure time, etc.)
 - Making people late to school, work, etc.

- Losing potential wages, earnings (including Uber drivers, etc.), and business profits.
- Transportation costs for families increases when engines use extra gas to idle in traffic.
- Many drivers will opt to ‘horseshoe’ around the Episcopal block (using Howard/Braddock/Quaker), reducing safety and increasing the chances for crashes at 4 school campus entrances and along the path of walking students (St. Stephens Middle, Minnie Howard Campus, Episcopal, TC Williams). This would decrease student safety.
- Dysfunction Junction (the intersection of Quaker/Braddock/King) would experience higher traffic volume/confusion when used as an alternative route and likely increase the incidence of crashes.
- Emergency services (police, fire, EMT, etc.) can lose critical time when stuck in traffic that isn’t moving and there are no options to switch lanes.
- Many (perhaps most) citizens are much less safe on a bicycle than in a car due to personal characteristics: age, agility, brittle bones, balance, physical strength. For citizens of a certain age who may be very healthy, a ‘minor’ bicycle crash or fall can cause injuries that are life-altering and even life-threatening.
- Not all cyclists have equal skills and abilities, and cyclists of various speeds impact the safety of cycling.
- Many cyclists are actually a safety threat to other cyclists and pedestrians, due to the aggressive way they ride and the speed at which they ride, and their lack of following the rules of the road and even common courtesy. This is a serious problem.

Zero Vision’s Bait and Switch, Anti-Car Influence Hurts Alexandrians

How much power does Vision Zero wield in Alexandria? Too much.

How did Zero Vision gain so much influence? Perhaps it is due to their campaign to get petition signatures to show support for their program. A year ago, I was bullied and ‘shamed’ at Market Square for not signing their petition and asking too many questions. I feared (correctly, it seems) that it was some kind of social-engineering plot to promote a future without cars and the personal freedom they represent. However, many people were signing the petition because ‘safety’ sounds so great when you don’t dig any deeper. I know another person who experienced the same harassment for not signing the petition. The city should not place too much weight on these petitions signed under pressure, duress, and void of context.

Vision Zero is revealing itself to be a concerted effort to socially-engineer a future without cars and to mold the populations’ behavior and limit their options into something that is not workable in a population-dense environment such as Alexandria.

Zero Vision is pulling a bait and switch scheme with hardball tactics to get petitions signed. Zero Vision spoke of safety to get buy-in, then moved to do everything they can to discourage and eliminate cars. This borders on fraud in my opinion. The community is its victim as unwise, unworkable ‘solutions’ are being pushed for non-existent problems.

Vision Zero strives to shift the population to bicycles, as if we lived in a quaint Swedish town and we were all young, childless, in perfect health and every day has lovely weather. That is not real life here in Alexandria. We must deal with life as it is: hectic, fast-paced, crowded, logistically difficult, cumbersome, rainy, snowy, dark, urgent, etc. We need cars and 4 lanes of traffic on Seminary Road.

Don’t Trust the Survey Results

You should know that the survey tool being used has no respect from the intelligent citizens of Alexandria. It was clearly developed to draw any conclusion the city might want from the results, or even to lend itself to support the proposed changes when the people surveyed wanted just the

opposite. Everyone I have spoken to about the survey is deriding the quality of its design and content.

Common Sense is Better Than Hypocrisy

Examples of hypocrisy of the proposal to eliminate 2 lanes 'for safety':

- The Transportation Master Plan (2008) "envisions...the use of alternative modes of transportation, reducing dependence on the private automobile" yet also speaks of 'transportation choice'. The most flexible transportation choice is always a private car, whether owned or rented (Uber, taxi, etc.).
- There is no reality check on the proposition that everyone should consider biking to work. For most people, this would be an outrageously unsafe option and so inconvenient as to be penalizing. It is only realistically feasible for a very small percentage of Alexandrians, and is not feasible in all weather.
- The city states a goal of providing transportation options, while at the same time proposing eliminating the Seminary Road bus routes (options), and reducing the personal options to drive cars.
- In case it is not obvious, families of young children must have the flexibility of driving in cars to get them to school or day-care. This cannot be done by bicycle. Vehicles are the only safe option.

Note that cars are the best possible way for families and individuals to travel safely, with the greatest flexibility (timing, route, etc.) in order to accomplish their logistical goals of the day, which are different for every family and individual.

Helpful Suggestions for Seminary Road are Available

Only one minor change would actually be helpful regarding Seminary Road traffic:

- Complete the sidewalk section around the perimeter of Episcopal's large block of property where the brick wall is creating an unexpected barrier for those unfamiliar with the area, and often forcing pedestrians dangerously into the blind curve in the roadway.

Also, it could be helpful to identify off-road/road-accessible space for a parked police vehicle to occasionally monitor traffic and driver behavior at the two key intersections of Seminary/Howard and Seminary/Quaker.

Bike garages should be established on off-road trails so that bikers can stay safely off the roads as they participate in their hobby, without having to reach the trails by bicycle on busy city roads. This could be a profitable private-sector business with low overhead. The city has no need to subsidize it.

Cyclist and Pedestrian Responsibilities Should be Enforced

Dangerous behavior by pedestrians is seen on a daily basis, and dangerous cycling behavior is seen on almost every (rare) occasion the hard-core cyclists are seen on our roads. The cyclists often cause near-accidents and they quickly ride away without consequences. Two things are needed to resolve those issues:

- A pedestrian education program (in our schools and in our city services/acclimation programs) is needed.
- Bicycles used on our roads should have license tags with unique identifying numbers (like car tags) for use in reporting badly behaving cyclists.
- All adult cyclists on public roads should have a cycling license and pass a cycling rules test.

- Pedestrians and cyclists should be given citations for poor behavior. Dashboard video evidence should help in reporting offenders to the authorities in particularly egregious events.
- Note: Children are generally good cyclists as they bike to and from school. It's the aggressive cycling adults that are the problem.

Conclusion

If these proposed changes are motivated by the professional ambitions of those who want to win awards, rather than by the needs of the established residential community, that is a sorry state of affairs.

People just want their government to not screw up. It ain't broke. Don't fix it.

Please put a stop to all discussion about reducing the lanes on Seminary Road. The community wants to keep four lanes!

Linda App

I am writing in support of the road diet option 3 on Seminary Road.

I am a resident on the campus of Virginia Theological Seminary.

One of the reasons I chose to come to VTS was the progressive, thoughtful transportation policies I saw in place in Alexandria (via integral/twitter). However, I was disappointed when I experienced how hostile traffic can be on Seminary Road. It is awful. My wife and I chose to not have a car. We take the bus, walk, ride bikes, and sometimes drive in a borrowed car or carshare. But I have to say, this area is the worst part of our transportation no matter where we go. (My wife commutes to Johns Hopkins Baltimore.)

Speeds are high on Seminary Road (and Quaker) and the bus stop on the south side of the road is inaccessible to campus residents/guests. I believe that Seminary Road is ripe for a road diet. A center turn lane, running the entire length of the road, (not just turn pockets at intersections), enhanced crosswalks at the bus stops, and bike lanes in each direction, are all essential elements to redesigning the road. Bike lanes would add a nice buffer from traffic for those of us who wait at the bus stops. Reducing to single lane, also has the effect of making traffic calmer and safer. On a one lane road, the prudent driver controls the flow of traffic, but two lane road is controlled by the aggressive driver, who is dangerously speeding, and swerving around slow cars.

Lastly, I would ask for improved bus shelters on Seminary road. Bus riders should be treated like people. It is an incredible indignity to have to wait for the bus, sitting a rock in the grass. Even on a nice day. Benches, shelters, and clock with real time updates on bus service are all assets to the service that you already provide and would also increase ridership.

These are the kinds of improvements you have already been making all around the city. I eagerly await for you to bring them to the seminary neighborhood.

Josh

As a cycling Alexandria resident for over 40 years, I support Alternative 3 for the Seminary Road redesign. I agree with the following statement:

By adopting a Complete Streets Policy in 2011, the City of Alexandria directed transportation planners to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. The section of Seminary Road east of Howard Street is ideally suited for the FHWA's proven approach, a four-to-three road diet, since this section of roadway has excess capacity: motor vehicle traffic is already constrained to one lane in each direction at entrances to the project area, enabling installation of safety features such as center left-turn lanes, pedestrian refuge islands and buffer space/bike lanes without adding to congestion.

Transportation planners know that a properly engineered four-to-three road diet is the right solution for roads like this section of Seminary Road. It worked well on King Street and will work well on Seminary Road. **Ask T&ES to select a solution with center left turn lanes, pedestrian refuge islands (so we only have to cross one lane at a time) and buffer space/bike lanes.** To go forward to the next phase with anything less than a properly-engineered four-to-three road diet in this section would risk setting a dangerous precedent of street engineering by popularity contest, rather than applying City policies and best practices.

Please support the Seminary Road redesign that offers the best protection to those of us who walk and bicycle in Alexandria.

Kenneth Lyons

Mayor, Vice Mayor, City Council, To Whom It May Concern,

I moved into the ONE house located directly on the intersection of Janneys Ln and Quaker Ln two years ago and have had a front-seat view of vehicular, pedestrian, bus and bike activity at this intersection ever since. As a Commercial Architect and someone who holds a degree in Civil Engineering, I have formed several opinions for how the intersection could be improved — I can't help it! I was unaware of the Seminary Road Complete Streets Project until about two weeks ago when Ms. Christine Mayeur provided me with the link to this ongoing project.

What a pleasant surprise to find that all of the improvements (and more) that I had envisioned for the intersection of Janneys Ln and Quaker Ln would be realized through the lane reductions proposed as part of Alternate 3. I was thrilled to read that Alternate 3 seemed to be the recommended alternate...

My bubble was burst when I recently received an e-mail from the director of my daughter's child care center (off Duke Street, behind Rocklands BBQ). This e-mail included a petition AGAINST the reduction of lanes on Seminary Road and stated that this work would make pick up and drop off more difficult. I noticed that the narrative of the petition included scare tactics and emotional language stating that Complete Streets road diets will increase traffic congestion, and encourage the use of alternate routes (side roads). The petition narrative included NO mention of improved safety for pedestrians and bicyclists and it did NOT include a link to the traffic analysis or studies conducted by the City of Alexandria.

Coincidentally, I was invited to join the Seminary Hill Nextdoor website and upon joining found a barrage of posts urging Alexandria residents to sign this same petition. I found many of the comments made by residents who oppose Alternate 3 to be scary and mis-informed. Please see below for some insight on the tone:

"Vision Zero is about achieving zero deaths and zero serious injuries. That has been achieved on that stretch of Seminary. Fender benders, particularly in small numbers, do not represent a high risk of traffic deaths or serious injuries. If Vision Zero is about eliminating all fender benders too, then someone at the City should tell us that.

I would rather have a few fender benders each year with the free flow of traffic and the expeditious departure of commuters than try to eliminate all fender benders.

We cannot allow the design of our arterials to be driven by a few people who chose to live on an arterial, just like we should not allow redesign to be driven by a few bicycle activists. We have already reduced the speed limit for the residents who clamored for it."

This statement indicates that most people who oppose Alternate 3 don't realize that there should be NO impact on traffic flow. Five (5) seconds of additional travel (at the 15 minute peak of the day) has been exaggerated to "hours" of congestion. It is clear that there is NO care for the families who live along Seminary Rd and Janneys Ln nor ANY interest in making greater connections within the City of Alexandria for bicyclists, bus riders and pedestrians.

Another comment that repeats itself is that it would be,

"better to enforce the laws against speeding, aggressive driving, and distracted driving than to make the roads more hazardous to law-abiding citizens."

I believe that the City of Alexandria is doing a GREAT job enforcing the current speed limit. The residents who are making this comment don't have the blue and red police lights shining on their curtains every evening to know that enforcement really IS happening!

In conclusion, I am proud to live at the intersection of Janneys Lane and Quaker Lane. Yes, I actually DID choose to live here. In my opinion, it is one of the most beautiful and well-connected areas in the City of Alexandria. The green space created by the new Ford Park and the Virginia Theological Seminary are unparalleled. My oldest children walk to Douglas MacArthur, our Au Pair regularly takes the bus into Old Town (AT2 on Janneys) and Pentagon City (Metrobus on Quaker), and as a family we often walk to Bradley Shopping Center or through Chinquapin trails accessed off Key Drive.

Because I want to make the stretch of Seminary Rd between Howard Rd and Quaker Ln the best it can be, I fully support Alternate 3. I encourage that the Traffic & Parking Board and City Council members ACCEPT a proposal that includes reducing the number of motor lanes, introducing a center turning lane, bicycle lanes, and improving pedestrian connections.

Sincerely yours,
Emily Freeland

Mr. Lambert – We have sent our comments addressed to you, the City Manager and Council below to each party separately. We look forward to your analysis/recommendation for this project and thank you for your service.

Members of the City Council, City Manager and Director of T&ES:

We are Alexandria homeowners and members of the Seminary Hill Civic Association who travels seminary road via car, bicycle and foot. We are concerned over the possibility the City staff recommendation and City Council's ultimate selection of one of the three alternatives for upgrading

Seminary Road between Howard Street and Quaker Lane may be based on well-intentioned, but inaccurate popular opinion. Instead, we believe city staff recommendations and the final decision should be based on 1) objective analysis by staff that is derived from their professional training and experience in street design and traffic management, and 2) the Vision Zero and Complete Streets guidance the city has adopted as part of the Transportation Master Plan.

While we support the role the Director of T&S and his staff have played in gathering public input to clarify the nature of the multimodal issues on Seminary Road, regardless of what a minority or majority of public opinion seems to be, we strongly believe staff's primary obligation is to use all the professional and technical engineering and street design expertise available to them (including FHWA standards and recommendations for situations similar to Seminary Road) to make a transparent, fact-based recommendation to the City Manager and Council they believe aligns best with the Transportation Master Plan Council has adopted, and such recommendations should state the reasoning that leads to and supports the recommendations.

We also believe City Council's role is to review all public input and City staff recommendations to make sure the process has been fair and transparent, in accordance with the City's principle for performance and accountability and to ensure any final decision it is asked to make is not only data-driven to deliver effective services to the community, but also in alignment with the Vision Zero and Complete Streets plans it has already adopted.

Personally, we believe Alternative 3, which includes a center turn lane with pedestrian islands, appears to be most aligned with the Complete Streets and Vision Zero principles adopted by the city for a safer and more balanced transportation system.

Regardless of whether staff's professional recommendations and Council's final decision agrees with our opinion, we trust you will be mindful of our comments, and we thank you for your leadership in building the more livable city we are all striving to create.

Sincerely,
Robert Hartt and Bonnie O'Day

Mr. Lambert,

As someone who has dedicated herself to public service, I feel strongly about advocating for doing the right thing for the tax payer - even when it isn't popular. I also feel very strongly that Seminary Road, along with many other city streets, should be repaved and revamped to include safety features for ALL modes of transportation and users - particularly the vulnerable road users. Walking and biking, along with public transportation and driving, should be among the transportation options for all city residents. Our roads need to be efficient and safe for all modes of transportation. And finally, while the City has taken the FIRST step to address safety by lowering the speed limit and increasing enforcement, we must make an intentional, long-term alteration to the roadway to effect change and create a safer environment for ALL.

My request is not just egalitarian, but also personal. I have three school age children (5, 7, and 9) and we live off Fort Williams Parkway, which intersects with Seminary Road. Seminary Road is the main corridor we use taking them to their schools (they attend both John Adams and Douglas MacArthur), friends' homes, cousins' home, and for my daily commute. My older two children could be riding their bikes to school, their cousins' home (1 mile west of us), and to many of their social and extracurricular activities if I felt it was safe enough. I want to reduce the traffic on our roads like everyone else; and I believe that we have to move forward as a City and adopt better practices than the previous generation. I want to believe that Alexandria is on that that path.

To go forward to the next phase without making these critical changes would risk setting a dangerous precedent of street engineering by popularity contest, rather than applying City policies and best practices.

By adopting a Complete Streets Policy in 2011, the City of Alexandria directed transportation planners to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This worked well on King Street. I have friends' whose children are now riding their bikes to TC Williams and the Chinquapin Recreation Center. I believe this will work well on Seminary Road.

I fully-understand that the issue is contentious but we rely on you and your staff to be the expert planners and public servants, like myself. I am extremely familiar with transportation having spent over 16 years working in public transit and now in traffic safety. I believe that many of the opponents to this plan are being swayed by misinformation and fears about traffic that simply won't materialize. I also know that the two most effective countermeasures to speeding - an issue that still plagues Seminary Road - are high visibility enforcement and changing the built environment - the latter of which is in your control.

Please make the obvious right choice.

T&ES needs to bring forward the best engineered option with center left-turn lanes, pedestrian refuge islands and buffer space/bike lanes.

Sincerely,
Jamie Pfister

Hello, Mayor Wilson, Vice Mayor Bennett Parker, and City Councilors

I write to urge you to make Seminary Road a safer and more comfortable roadway for all, including motorists, pedestrians, cyclists, and neighbors. We deserve it to be a "complete street."

In my view, public officials often face the challenge of choosing between what constituents say they want today versus what is better for our residents and our community in the future. It's a question of just following current polling versus exerting true community leadership.

That's the clear choice Alexandria faces today as it considers changes to Seminary Road. I understand that current polling indicates that a majority of respondents want to keep 4 lanes of traffic. I believe their primary rationale is that reducing to 2 lanes plus left turn lanes, and adding accommodations for pedestrians and cyclists will increase congestion. However, I believe the data shows that the congestion is caused primarily by the traffic lights at the endpoints, not by inadequate travel lane capacity along Seminary Road. Moreover, I believe there are strong parallels between Seminary Road and upper King Street projects. The "complete street" conversion of upper King Street also was strongly resisted by motorists prior to its conversion, and yet the change has been nearly universally accepted and praised as a success.

As an Alexandrian of 29 years, as an environmentalist and a conservationist, and as one who uses a bicycle for over 90 percent of local transportation (including cycling to schools to help teach cycling

skills and safety in PE classes), I urge you to support the Alternative 3 option, to make Seminary Road a “complete street.”

Sincerely,

Eldon Boes

I would like to encourage you to move forward with the proposed changes that include bike lanes and other safety improvements on Seminary Road. I am a city resident who bikes to work within the city.

I can tell you that the safety improvements including bike lanes on King St are a resounding success. Prior to the King St lanes opening, on two occasions when I had biked from my house to use the pool at Chinguapin and after my swim biked down King Street to my job in the Carlyle neighborhood, I had cars come up a couple of feet behind me, blast their horn to scare me and then speed past me only leaving about one foot of space next to me. At the time there were four lanes, I was only inches from the curb. If I had not kept my composure, I would have been hit and possibly killed. These people put my life at risk and I had no way to move safely down the street to get from a major city facility to a major place of work within the city. Nobody should have to risk their life to travel down city streets. The changes implemented on King Street have made the roads safer for everyone.

I have children who attend TC Williams and frequently travel there on foot, by car and by bike. The safety improvements including bike lanes on King Street have made traveling in the area much safer and less stressful. We need more safe ways to travel within the city.

Please make similar safety changes to Seminary Road. City residents will be safer no matter whether they are on foot, on their bike, or in the car.

Concerned resident, bike commuter, and parent.
Patty Munson

Mr. Lambert,

I feel very strongly that Seminary Road, along with many other city streets, should be repaved and revamped to include safety features like bike lanes and better pedestrian crossings. The West End of Alexandria shouldn't be known as the "car required" part of the city. Walking and biking, along with public transportation and driving, should be among the transportation options for all city residents. Our roads need to be efficient and safe for all modes of transportation.

My request is not just egalitarian, but also personal. I have three school age children (8, 10, and 12) and we live in the West End. My children have friends, cousins and grandparents who live within 1 mile of our home which is located off N. Howard Street (between Seminary and Braddock). Seminary is a main corridor for us to their schools, their friends' homes, and grandparents' home as well as extra curricular activities like sports and music. My children could be riding their bikes to school as well as many of these social and extracurricular activities if I felt it was safe enough. I want to reduce the traffic on our roads like everyone else; and I believe that we have to move forward as a City and adopt better practices than the previous generation. I want to believe that Alexandria is on that that path.

To go forward to the next phase without making these critical changes would risk setting a dangerous precedent of street engineering by popularity contest, rather than applying City policies and best practices.

By adopting a Complete Streets Policy in 2011, the City of Alexandria directed transportation planners to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This worked well on King Street. I have friends' whose children are now riding their bikes to TC Williams. I believe this will work well on Seminary Road.

I fully-understand that the issue is contentious but we rely on you and your staff to be the expert planners. I took the time to read the entire "Complete Streets" page/website on the Seminary Road project. I educated myself on the options and the information you provided. I believe that many of the opponents to this plan are being swayed by misinformation and fears about traffic that simply won't materialize.

Please make the obvious right choice.

T&ES needs to bring forward the best engineered option with center left-turn lanes, pedestrian refuge islands and buffer space/bike lanes.

Sincerely,
Jesse Strauss



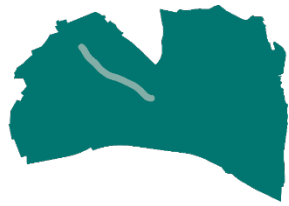
VIRGINIA THEOLOGICAL SEMINARY

May 2, 2019

Dear Mayor Wilson and Members of City Council,

I am writing in regards to the proposed changes to Seminary Road as a senior faculty member of the Virginia Theological Seminary community. I have lived on Seminary Road and been a faculty member at the Seminary since 1996. I am extremely concerned that you would even be considering Alternative 3. Backup traffic on Seminary Road is already a huge problem, especially near the rush-hour period in the late afternoon. Sometimes cars are backed up from the Seminary/Quaker intersection all the way up the hill to the school. The idea of single traffic lanes in each direction with a turning lane is nothing other than a fools' attempt to save money and avoid building the crosswalks and sidewalks that are necessary to create a reasonable pedestrian and traffic situation on Seminary Road. I urge you to spend the needed money to create proper sidewalks and proper tunnels or overwalks, even though this is more expensive than idiotic and cheap solutions.





Seminary Road

Complete Streets Project

Public Outreach

Phase 3 Summary

June 2019

OVERVIEW

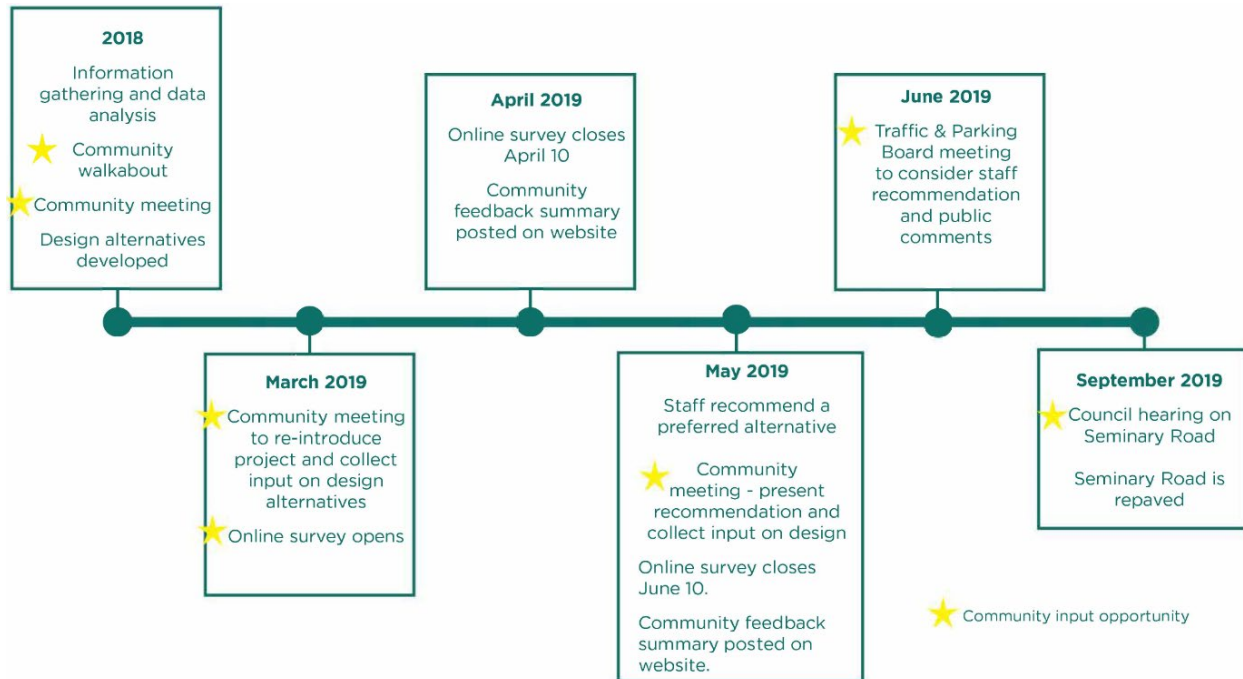
At its May 30, 2019 community meeting, staff presented a recommended design concept for Seminary Road. The staff recommendation for Seminary Road between North Howard Street and North Quaker Lane represents a hybrid of two design alternatives that were previously considered. Additional design treatments (but no lane changes) were presented for Seminary Road between Kenmore Avenue and North Howard Street. The materials that were shared at the May meeting can be found [here](#).

This report summarizes the community input on the staff recommendation that was collected through an online feedback form. The form was open from May 31 to June 10, 2019. A summary of input collected prior to May 2019 can be found [here](#).

INTRODUCTION AND PURPOSE OF PROJECT

Seminary Road is scheduled to be repaved in September 2019. The City's Complete Streets Policy recommends that staff use routine street maintenance as an opportunity to consider and implement changes that improve safety and convenience for all roadway users. Safety and mobility improvements on Seminary Road are recommended in the City's [Vision Zero Action Plan](#) and [Pedestrian & Bicycle Master Plan](#).

Project Process



PHASE 1 OUTREACH EFFORTS

Community input has been gathered from a variety of sources. Phase 1 outreach efforts included:

- Public Open House #1
- Repaving Feedback Form
- Seminary Hill Civic Association Meeting
- Community Walkabout
- Pedestrian and Bicycle Chapter of the Transportation Master Plan
- Vision Zero Safety Map

A summary of input from these efforts can be found [here](#).

PHASE 2 OUTREACH EFFORTS

On March 25, the City of Alexandria Transportation & Environmental Services Department hosted a community meeting to present three design concepts for Seminary Road. Input was collected through activity boards, a paper and online feedback form, and verbal comments. A summary of the feedback on the three alternatives can be [found here](#).

PHASE 3 OUTREACH EFFORTS

On May 30, 2019, staff held a community meeting to present the recommended alternative for Seminary Road. The staff recommendation includes the following changes:

Seminary Road between Kenmore Avenue and North Howard Street

- Install high-visibility crosswalks at:
 - Seminary Road and Kenmore Avenue (long-term recommendation contingent on Transurban findings and feasibility of a traffic signal)
 - Seminary Road and Library Lane
 - Seminary Road and North Pickett Street
 - Seminary Road and North Jordan Street
- Widen sidewalk, where possible
- Install Leading Pedestrian Intervals (LPIs) and No Turn on Red restrictions to increase pedestrian safety at:
 - Seminary Road and North Pickett Street
 - Seminary Road and North Jordan Street

Seminary Road between North Howard Street and North Quaker Lane

- Eliminate a travel lane in the eastbound direction on Seminary Road between St. Stephens Road and Zabriskie Drive (a distance of less than ½ mile) to allow space for construction of a sidewalk on the north side of Seminary Road where one is currently missing and a buffer on the south side
 - Convert the eastbound curbside lane to a right-turn only on the approach to St. Stephens
- Install a pedestrian hybrid beacon, or HAWK signal, as well as pedestrian refuge islands at two locations to facilitate access to bus stops:
 - On Seminary Road at Chapel Hill Drive
 - On Seminary Road between St. Stephens Road and Fort Williams Parkway
- Install a Rectangular Rapid Flash Beacon (RRFB) and pedestrian refuge island on Seminary Road between Fort Williams Parkway and Zabriskie Drive
- Remove the right-turn slip lane on the southbound Howard Street approach to westbound Seminary Road
- At the intersection of Seminary Road and North Quaker Lane:
 - Remove the pedestrian-only signal phase and install a Leading Pedestrian Interval (LPI) with No Turn on Red restrictions
 - Convert the existing lane configuration (left-turn only lane and through/right-turn lane) to a left-turn/through lane and right-turn only lane
- Install shared-lane markings, or sharrows, to enhance awareness that bicyclists may ride in the travel lane

After the meeting, an online feedback form was held from May 31 to June 10, 2019 to gather community input on the staff recommendation. The feedback form received 501 responses. Below is a summary of the input that was received.

Feedback form respondents were asked to provide narrative comments on the proposed changes to Seminary Road west of North Howard Street. Of the 501 respondents:

- 63 respondents directly stated that they support the changes as-is.
- 104 respondents indicated that the changes are insufficient to improve safety, mobility, or access for all modes.
- 31 expressed opposition to Leading Pedestrian Intervals (LPIs) and No Turn on Red restrictions.

- 27 respondents expressed concern about vehicular maneuvers and/or pedestrian safety at the intersection of Seminary Road and Kenmore Avenue.
- 25 respondents noted that safe access to transit is important.
- 19 respondents expressed concern about sidewalk obstructions, such as utility poles.
- 17 respondents requested that the speed limit near of Francis Hammond Middle School be reduced to 15 mph.
- 6 respondents expressed support for Transit Signal Priority; 4 expressed opposition.

When asked about the new crosswalks that staff has recommended, 173 expressed support, 58 expressed opposition, and 85 indicated that the proposed crossings are insufficient. Themes from narrative comments are listed below:

- 173 support proposed crossings
 - Want four lanes to be maintained and traffic to be unaffected
 - It is difficult to cross the street
 - Pedestrian refuge islands are not needed
 - Pedestrian safety is important for encouraging people to walk
 - Crossings would improve safe access to transit
 - Crossings would help those who do not or cannot drive
 - Traffic calming is also desired
 - All should be HAWK signals; RRFB is inadequate here
 - Actuated signals are acceptable as they minimize impacts on traffic
 - Crossings are essential for people who live and work at the Seminary
- 58 oppose proposed crossings
 - New crossings will not prevent “jaywalking”
 - Crossings will create traffic delays
 - Existing crosswalks are sufficient – additional crossings are not needed
 - Crosswalk markings alone are sufficient – signals or lane reductions are unnecessary
 - Pedestrian distraction is the problem, not the infrastructure
 - Not enough pedestrian traffic to warrant crosswalks
 - Not worth a lane reduction
 - Crosswalks don’t work – overpass or traffic signal should be considered instead
 - Too many crosswalks are unsightly
 - RRFBs are dangerous, because not everyone stops for pedestrians
 - Too expensive
 - Not enough crashes to justify crossings
 - Noise from signals will be a nuisance
 - Drivers will be desensitized to crosswalks
- 85 believe the proposed crossings are insufficient
 - There are too many travel lanes to cross
 - HAWK signals and RRFBs are not enough to improve safety without other changes
 - Proposed crossings are insufficient if not coupled with traffic calming
 - Proposed crossings are too few and far between

Respondents were also given the opportunity to provide narrative comments on the staff recommendation overall. Below is a summary of key themes in the comments:

- 182 respondents wish to retain four lanes on Seminary Road
- 164 respondents indicated that the staff recommendation is insufficient to improve mobility, access, and safety for all modes – Alternative 3 is preferred
- 146 expressed a desire for better bicycle accommodations
- 123 indicated support for more pedestrian safety improvements
- 95 respondents expressed concern about traffic congestion
- 95 respondents identified speeding as a problem, either currently or as part of the staff recommendation
- 42 oppose LPs and No Turn on Red restrictions to improve pedestrian safety at intersections; 12 expressed support
- 38 requested safer access to transit
- 30 expressed concern about cut-through traffic
- 25 expressed desire for a center left-turn lane
- 10 voiced concern about emergency vehicle response times
- 10 indicated filling the sidewalk gap is unnecessary

A list of all comments received through the community feedback form may be found in **Appendix A**. Emailed comments can be found in **Appendix B**.

APPENDIX A

All Comments from Public Feedback Form

<p>Proposed improvements on Seminary Road west of North Howard Street are listed above. Please provide your comments related to these proposed changes.</p>	<p>Staff have recommended several new pedestrian crossings on Seminary Road east of North Howard Street (see summary above). Please provide your comments on these proposed changes.</p>	<p>Please provide any other comments you may have related to the staff-recommended design for Seminary Road.</p>
<p>Need bike lanes</p>	<p>Need continuous sidewalks</p>	<p>Need traffic calming, particularly speed.</p>
<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also aTop Ten priority, #9 of 43 sidewalk priorities).</p>	<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also aTop Ten priority, #9 of 43 sidewalk priorities).</p>	
<p>As a daily bike commuter who frequents this area, I assure you it's far too dangerous for bicyclists & pedestrians now. You need to prioritize bike lanes & enhancements to protect these bikers & walkers.</p>	<p>Please do whatever you can to improve this dangerous road for both pedestrians & bicyclists.</p>	<p>Alexandria has promised to reduce the dangers of Seminary Road to bicyclists & pedestrians, but seems to be pursuing a policy that puts cars first. But cars don't have to speed & endanger bikers & walkers, & Alexandria certainly doesn't need to protect drivers' right to go fast over the need to protect bicyclists' & pedestrians' life & safety.</p>

<p>Please provide bike lanes, COMPLETE sidewalks, SAFE pedestrian crossings, easy access to bus stops and road design that reduces speeding.</p>	<p>Please provide bike lanes, COMPLETE sidewalks, SAFE pedestrian crossings, easy access to bus stops and road design that reduces speeding.</p>	<p>Please provide bike lanes, COMPLETE sidewalks, SAFE pedestrian crossings, easy access to bus stops and road design that reduces speeding.</p>
<p>I support Alternative 3 for maximum pedestrian safety.</p>	<p>I support Alternative 3 for maximum pedestrian safety.</p>	<p>I support Alternative 3 for maximum pedestrian safety.</p>
<p>1. Provide a signal AS SOON AS POSSIBLE to meter traffic and provide a safe pedestrian crossing at Kenmore and Seminary. Make this a NEAR-TERM project. 2. Provide 15 MPH SCHOOL SPEED LIMITS near Hammond Middle School. It is overdue! 3. REMOVE OBSTRUCTIONS (telephone pole, wires and fire hydrant) east of Firehouse 206 now, i.e. IN THE NEAR TERM.</p>	<p>Reduce the number of vehicle lanes and install pedestrian refuge islands and signals AS PROPOSED IN ALTERNATIVE #3, so we only cross one lane at a time.</p>	<p>he staff Hybrid alternative is UNACCEPTABLE. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. IMPLEMENT ALTERNATIVE 3 to reduce excessive vehicle speeds, with center left-turn lanes, pedestrian refuge islands, 5 to 6 ft of buffer space, and BUFFERED BIKE LANES (a TOP TEN priority, #9 of 96). FILL THE SIDEWALK GAP (Also a TOP TEN priority, #9 of 43).</p>
<p>I am in support of increased protection for pedestrians and those who ride the bus and wait at the bus stops. Even increased speed monitoring by the police department does not seem to be effective for controlling speed and I am always nervous when making a left into my home from Seminary in either direction, fearing someone will rear-end me.</p>	<p>I am in support of the proposed changes listed above, particularly the new pedestrian crossings on Seminary between St. Stephens and Quaker. I (and other students and faculty) must routinely cross this part of the street for work and school requirements. It is so very dangerous: cars do not obey the speed limits, even in icy/rainy conditions and the traffic volume is too high to feel safe crossing. I feel the need to run across many times.</p>	<p>When approaching Seminary on Ft. Williams, visibility to the left is very limited unless you pull out pretty far.</p>
	<p>I support anything that provides enhanced safety for pedestrians, especially those crossing from VTS to the other side of the street but also youth and adults who attend Immanuel Church on the Hill (Zabriski Chapel)</p>	<p>Please allow a left turn lane, through-lane, and right-turn lane going from VTS to Douglass MacArthur, at Quaker/Seminary</p>

Leave Seminary Road as is...four lanes...but pave it.

Pedestrian crossings are fine, so long as you leave the road 4 lanes wide and pave it!

1. I strongly object to the staff's disingenuous and disrespectful "recommendation". Leave Seminary Road 4 lanes and pave it. Or implement Alternative #4 (see below). 2. More than 1200 residents of the affected neighborhoods support the Neighborhood Associations' carefully and expertly developed Alternative #4. The City staff has completely ignored it. They care not at all about how the families who live along Seminary Road will be adversely affected. The staff's so-called "professionals" think they know better than the residents. This arrogance reflects very badly on the entire City Government. Shame on you all. I have lived in and paid property and business taxes in Alexandria for over 40 years. I have never been so disgusted and distrustful of the City Government as now. 3. I drive from my home to my office in Old Town every morning by driving up Ft. Williams Pkwy and turning right onto Seminary Road to head down Janney's to King. Some mornings I have to wait to turn right onto Seminary because the right lane is clogged with traffic backed up from Quaker. That is with two lanes heading to Quaker. If there were only one lane the backup would block Ft. Williams! The so-called "data" about "wait times" cited by the City is false and not based on real life experience...only "models" manipulated to support what the staff wants. 4. My wife is a cancer patient who depends on getting to her oncologist's office (Kenmore) and Alexandria Hospital frequently. Does the City really want to make it more difficult for her and others like her

to get to their medical providers, particularly in times of emergency? Shame on you again! 5. I hear that the City staff's "recommendation" is designed to satisfy the Seminary whose head wants the sidewalk for her children. The head apparently is concerned about her children crossing the street to the sidewalk on the south side of Seminary Road. The answer, of course, is to simply put a traffic light and crosswalk at the top of Ft. Williams so the children can cross to the existing, full length and width sidewalk. The Seminary does not pay property taxes, and has no right to demand that the taxpayers pay \$1.5 million for a sidewalk so the head's kids don't have to cross the street! 6. The cost of the project is ridiculous...\$1.5 million plus. All for a project that the taxpayers in the neighborhood reject! 7. To the extent that this controversy was triggered by the Bicycle Lobby (mostly outsiders) and its agents on City Council, on the Traffic and Parking board and in the City staff, they are trying to convert our part of the City into a small French village in which the residents ride bikes everywhere and shop for bread daily. That is not here! My wife and I, in our mid-60s, are not going to ride bikes to the office or to shop or to doctors' visits! Even younger people are not likely to bike in the winter, or in the rain. And no one is going to food shop for the week on a bike. And why should bikes have any road rights? They are not registered, licensed or taxed like cars! 9. The real data shows that the portion of Seminary Road from Howard to Quaker is one of the

		<p>safest in the City as is. The staff's "recommendation" would make the road less safe by clogging up traffic. Moreover, the exhaust from idling cars will increase pollution in the neighborhood. 10. The staff's "recommendation" will increase cut through traffic on neighborhood streets, making those streets less safe for everyone living there. 11. The City invited the DOD to build its "Death Star Building" on Seminary Road knowing that it would lead to thousands of new commuters entering and leaving the area each business day. As if the presence of the schools (Hammond and MacCarthur), the hospital / medical offices, and fire station do not attract enough use of Seminary Road. It is senseless to now put the Road on a "diet". Makes the City look stupid...increase density but then make it more difficult for commuters and residents to move around. 12. And what about the times each year when Seminary Road has cars parked on both sides...e.g. Seminary functions, Synagogue high holidays, St. Stephens graduations? One such event occurred a few days ago. Many Sheriffs Office officers were on scene to direct traffic. These officers will not be on scene every day if the Road is shrunk. 13. There is a strong feeling in this part of the City that the "fix is in", adding to the sense that the City Government, including the Council, is arrogant, unaccountable and, yes, corrupt. This has become more than a policy difference. There will be political consequences.</p>
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<p>No. The four lanes at the intersection of Seminary and Quaker Lane should, at the very least, remain the same.</p> <p>Please focus your efforts and money on this part of Seminary where problems exist and people are being hit.</p>	<p>Fine.</p> <p>Not sure how this will deter people from driving and encourage them to walk. Six months of the year, the weather is miserable and as we have seen on King Street, people do not walk or bike despite the City's efforts. It has also created a miserable situation for anybody who needs to cross town during rush hour. Traffic backs up terribly at the Quaker/Braddock/King intersection forcing more cars to cut through side streets to connect to 395 rather than keeping them on larger roads.</p>	<p>You are creating a problem where one doesn't exist. Please leave seminary toad alone, so your road diet doesn't create more cut through traffic in residential neighborhoods.</p> <p>Please keep four lanes and look at the option provided by the Seminary Hill Association, as well as making right turn on red illegal during rush hour at Seminary/Janney's/Quaker Lane. I have no use for this bike lane nonsense.</p>
<p>Do not change, keep 4 lanes and add turn lanes. Pedestrian islands will not deter pedestrians from running out in the street outside of the islands—they do it now with existing crosswalks. When you squeeze on area that squeeze goes elsewhere, and that elsewhere is the already overly congested west side portion of Seminary starting at Jordan all the way to beyond Beauregard in the AM and the reverse in the PM. Those areas are already overly full with the middle school, firehouse, elementary school off Pegram, the access to 395 and the hospital. The City has conveniently disregarded the input from an active firefighter on traffic issues reducing lanes and mixing cyclists with cars—I can provide that input. I have personally talked to a Alexandria cops that are afraid to voice their concerns to the City in fear of retribution (that's a dangerous precedent for the city to set). This will add burdens to your</p>	<p>Again, this will not eliminate the jaywalkers that are causing the unsafe situations, they do it already with existing crosswalks. An unnecessary use of taxpayer dollars. And IT WILL slow traffic that is already jammed packed and slowed. Take a balloon, squeeze in the middle, where does that air go (the balloon is Seminary, the air is the traffic). The pedestrian islands will not help, are costly and again add to traffic.</p>	<p>Please consider that the majority of the Taxpaying Citizens don't want this, and their is zero real data, meaning real-life, not computer projected not real data that says there is a safety issue. There is real life data that shows we have a lot of traffic and not everybody can jump on a bus or metro. We pay probably hundreds of millions to Alexandria in a car tax, we should be able to use them sensibly for our families and our careers. Leave Seminary 4 lanes and add turn lanes onto the existing 4 lanes. Also, fix potholes, I spent hundreds of dollars in repairs hitting a pothole on an Alexandria Street.</p>

<p>taxpayers days and time at work and with families. Consider that please.</p>		
<p>I am concerned about possible collisions between vehicles and cyclists/pedestrians. I would prefer dedicated paths for each mode of transportation.</p>		
<p>These suggestions are still not enough to protect pedestrians and cyclists. There needs to be a protected bike lane and wider sidewalks. Children are often forced to walk close to the road when cars are whizzing by over the speed limit, this is unacceptable.</p>	<p>There is really no need for two auto traffic lanes. There is a need for better/wider sidewalks and a protected bike lane. There is also a need for speed cameras or more police presence, the 25mph limit does not help if it's not enforced.</p>	<p>Please make Seminary Road accessible to all who want to use it; many cyclists and pedestrians avoid using it as a great connecting road to other infrastructure because it is a literal death trap. Consider adding speed cameras to help curb speeding after St. Stevens road. Please don't isolate an entire community of non-driving citizens because a few drivers complain that it will add less than 1 minute to their commute; make Alexandria a city for all to enjoy.</p>
<p>Need bike lanes.</p>		<p>better enforcement to deter speeding vehicle drivers.</p>
<p>Does not do enough to protect cyclists and pedestrians. Looking for Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>	<p>Not enough if other factors are not also improved</p>	<p>Needs Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>

<p>Alexandria is not friendly to bicycles so I could not live there and spend less money there.</p>	<p>Alexandria is not friendly to bicycles so I could not live there and spend less money there.</p>	<p>Alexandria is not friendly to bicycles so I could not live there and spend less money there.</p>
<p>Leave Seminary Road at 4 lanes. Do not add a sidewalk on north side unless Seminary donates the land on either side so road can remain 4 lanes. Allow a right turn on red onto Quaker to keep traffic moving, help to eliminate traffic back up, and to prevent increased cut-through traffic on Ft. William's. Changing from 4 lanes to 3 lanes and back to 4 lanes is unsafe planning a road will cause accidents. Eliminate additional visual pollution of striping, signage, etc. Keep 25 mile speed limit and consider making all of Alexandria a 25 mph City. Increase fines for speeding by cars and not following rules of the road for bikes.</p>	<p>Not needed.</p>	<p>Resurfacing needed asap. No other changes. See previous comments under #6. Keep at 4 lanes with no 2, 3, 4 lane changes. Keep traffic moving with 4 lanes and right turn on red at Quaker. Otherwise, traffic will back up and turn onto Ft. William's Parkway making Ft. William's a speedway and unsafe for the neighborhood's children and seniors. It is a neighborhood road and not an arterial road.</p>
<p>Please keep Seminary 4 lanes. I am in favor of continuous sidewalks along Seminary Road on both sides between Quaker and Howard. Bigger issue is lack of safe walkway for people walking along Duke/Little River between Beauregard and Landmark Mall. I work with refugees (many of them don't know how to ride a bike)so bike paths won't help but safer pedestrian access would be a huge benefit.</p>		<p>King Street changes have made traffic worse on Scroggins and Braddock. Proposed changes Will make neighborhood traffic worse not better.</p>
<p>I want all changes that accommodate pedestrians and safe drivers, including bus stop crosswalks, single westbound lane, and sidewalks.</p>	<p>Yes, these should be added.</p>	
<p>Just repave the road.</p>	<p>Medians?</p>	<p>You're wrapped around the axle on this issue as evidenced by the pushback. Just repave the road, put better pedestrian crossing markings and signals and widen the sidewalks if you can.</p>

		And the lane changes at Quaker lane are a recipe for disaster. Think about it.
Completely unsafe for pedestrians and cyclists. Lack of cross walks and multi-use lanes. Cars routinely speed	We need crosswalks with center island refuge areas AND sidewalks!	
Please add dedicated bike lanes to improve safety for bikes.	No comment	Staff should always include recommendations for bike lanes and bike safety for any road improvements within the city limits.
I support all of the changes that make biking and walking to school for my students at TC Williams High School.	I support them.	More and more of my students have expressed interest in biking to school. Let's continue to make Alexandria a leader in bike and pedestrian safety.
High visibility markings of crosswalks could be supplemented by yellow flashing lights, activated by pedestrians when intending to cross the streets. Do not eliminate the "no turn on red" options at any intersections - especially those helping traffic flow into the Seminary Valley. Any widening of sidewalks should not entail removing any vehicle traffic lanes!	Removing any vehicle traffic lanes for any reason should not be done! Instead, consider the improvements offered as a solution by the Seminary Hill Civic Association (Option 4), which has been ignored. Also, the above plan for " <ul style="list-style-type: none"> •North Quaker and Seminary: •Removes exclusive eastbound and westbound left turn phase •Left-only lane becomes a left and through lane •Through and right turn lane becomes right-only lane •Remove pedestrian-only signal phase, convert to Leading Pedestrian Interval, and prohibit turns on red to improve operations and pedestrian safety" is ridiculous. Removing a dedicated left turn lane, (making the right lane a through and right turn lane) and then prohibiting a "right turn on red" is absolutely ridiculous. Seriously, who is dreaming up these options? Lowering the speed limit as already done to 25 mph could be supplemented by speed cameras with 	Lessening the amount of lanes on Seminary Road is insane! T&ES is creating ridiculous solutions where no problems exist - and one wonders to whom our Mayor and Council are actually listening to regarding these issues - the West End has been ignored for many years - it is time our elected representatives and public servants listen to the public!!! Residents are fed up.

	<p>increasingly high monetary penalties for violations. Please, please, listen to the comments of the public begging for reason!</p>	
		<p>The staff alternative does not do enough to protect pedestrians and provide safe crossings along the entire corridor; I am disappointed because we as a City need to do more to fully carry out the City's commitment to implementing Vision Zero. Please instead implement alternative 3 to reduce vehicle speeds and provide a better pedestrian buffer. I have had to cross Seminary at the post office to Beth El, after traveling by bus. This mid-block crossing can feel unsafe because of high vehicle speeds. Although the staff recommendation of adding a crosswalk and refuge island will help, it does not do enough to promote safe vehicle</p>

		<p>speeds. Also, I value the development of dedicated bike lanes through out our city and would like to see them built in this corridor.</p>
<p>From Fort Williams turning right onto Seminary toward Quaker already is a mess. Reducing those lanes would be terrible. The backup on Seminary to go to Janneys or turn right onto Quaker already impedes my ability to get to Quaker and turn left to get into the district on 395. Please do not make this commute worse than it is.</p>	<p>I have no objection to crossings or even lights. Just do not reduce lanes from seminary to Quaker Lane. The congestion already is a mess. Do not make it worse.</p>	<p>See above. I cannot emphasize enough how difficult it currently is to turn right onto Seminary from Ft Williams to get to Quaker and turn left toward 395. If you make it impracticable to go that route, you will create other messes and make this area much less desirable to live in.</p>
		<p>I have lived in this area for over 40 years. Over the years, Seminary Rd. as it is structured now has served me very well. I am totally and vehemently opposed to the "hybrid plan" being proposed by TES. It appears that you have a solution and are looking for a problem. I agree that we need the additional crosswalks, repaving and enforcement of the speed limit. Does the City have so much money that we are looking for ways to spend more than is necessary? I say this as I prepare to write a check for my real property taxes which this year will be over \$10K.</p>

<p>I feel no changes should be made to the current 4-lane configuration.</p>	<p>Adding high visibility markings would be sufficient.</p>	<p>The proposed changes will not make the streets safer. They will only act to congest traffic, as has been the case on Russell Road, Braddock, and King Street.</p>
<p>My comments are on file with City Council, and will continue to be updated as more information is uncovered.</p>	<p>A HAWK signal at St. Stephens Road is a good idea; any median strips are not.</p>	<p>The changes presented are NOT warranted, either by pedestrian/bicycle usage, or number of serious vehicular accidents (none on the is stretch of Seminary). No right turn at Quaker NOT warranted or advisable. Statistics presented so far are suspect, as raw data and methodologies have not been made available for scrutiny. This is a solution to a non-existent problem; roadbed should be repaved AS IS. IF bicycle paths required, new one should be constructed to north of Seminary Rd. on wider (10') sidewalk, complete from Quaker Ln. to Howard Street. "Sharrows" in this instance will make the road less safe. This road fits the exceptions allowed in the Complete Streets Ordinance, and should NOT be undertaken. Non-residents should not be allowed to warp survey statistics, just as Alexandria residents should not have weight in determining street design in, for example, Roanoke or Boston.</p>
<p>Roads need bike lanes</p>	<p>Good idea for more crossings</p>	<p>More bike lanes and means to slow traffic are good. I bike on seminary and much of it is a dangerous run.</p>
<p>Reject this version of proposed changes.</p>		
<p>improvements need to be made at Kenmore, turning traffic causes and backup and hazard to people walking</p>	<p>removing the slip lane will cause additional backup. Not sure what the intent except to cause traffic issues in our community</p>	<p>Improve pedestrians crossing of Seminary with demand signals but leave 4 traffic lanes and do not add bike lanes. Tag and register all bikes just like cars.</p>

<p>I simply want to ask that you prioritize bike lanes. I commute by bike and really value the safety of dedicated lanes, not to mention the benefits of biking to myself and for all the car drivers given my absence from the car lanes.</p>		
<p>Keep all 4 lanes for all parts of Seminary Road. How can it work with a short stretch of one lane with drivers merging & remerging on Seminary?</p>	<p>Basically, pedestrians need to put cell phones aside while crossing, rather than having legislative changes introduced. I was crossing streets independently & aware at age 5 in 1959.</p>	<p>Keep Seminary Road 2 lanes in both directiobs! This was done right. Do not mess with success!!!</p>
<p>This route change you are proposing will affect me and my already extremely long and difficult commute. There is no reason to change and decrease lanes on seminary road . As a lifelong , lawful constituent of this city it makes no sense to make this change to an extremely busy main roadway.</p>		
<p>Do not change anything! Leave things alone and listen to the over 1,000 residents who do not support any changes. The proposal is not seen as an "improvement" in any fashion. Any change will delay traffic on Quaker Lane and cause cut throughs to the residential neighborhoods, endangering the many children and families who are out in the morning.</p>	<p>Do not change anything! Leave things alone and listen to the over 1,000 residents who do not support any changes. The proposal is not seen as an "improvement".</p>	<p>Staff are not listening to the residents. The vast majority of residents in the area do not want any change - only a small number of vocal bicyclists. Parents are not going to let their kids bike to walk to school regardless of the changes, The traffic on Quaker and Seminary is too heavy as it is. Too many crazy drivers and too much volume - and the so-called improvements are not going to help. They will only worsen things. Look at the traffic on King Street heading into Old Town in the morning and also looks at the congestion around Douglas MacArthur. Parents of children at Douglas MacArthur, TC Williams, Jefferson Houston, and other schools will have increased drives. Taking the school bus is not an alternative in many cases as the bus arrives too early. Who wants their kids on a bus for 45 minutes or more.</p>

		<p>This looks like staff have an agenda, regardless of Alexandria citizen input.</p>
<p>The changes are insufficient and do too little to protect vulnerable road users (pedestrians and cyclists)</p>	<p>The changes are insufficient and do too little to protect vulnerable road users (pedestrians and cyclists)</p>	<p>The changes are insufficient and do too little to protect vulnerable road users (pedestrians and cyclists) The neglect of bike lanes is completely unacceptable.</p>
<p>This stretch of Seminary Rd. is terrifying for experienced adults to transit by bike, let alone children and less experienced riders. Sharrows are useless. Put in the bike lanes.</p>		<p>I attended the 30 May community meeting on this subject and was appalled to learn that the city's failure to recommend the safest options resulted from local opinion. Transit is the last place where self-interested parties can reject safety. In air travel, construction, maritime, and others, safety governs design, not community self-interest.</p>

<p>Should improve safety, but make traffic use more difficult</p>	<p>Yes to prioritize pedestrian safety. However, reducing vehicular lane to one will make it very difficult to enter and exit Immanuel Church-on-the-Hill, as cars already block entrance into its parking lot. Can this be addressed, also?</p>	<p>Our parishioners need access to Seminary Rd to reach both our temporary and permanent Church of the Resurrection locations. Removing exclusive turn lanes to/from N Quaker/Seminary will have a negative impact on our church if traffic levels remain as high after these changes as they are now. And our people are not physically able to be pedestrians on this street, even after the changes are made. We believe in public and pedestrian safety, and in prioritizing these goals. But not by shutting the street to traffic in as drastic a way as these changes propose, given that Seminary Road is a major vehicular thoroughfare.</p>
		<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>

I see no need to spend all this money to make traffic worse than it currently is. I oppose any plan that does not allow for 4 car lanes on Seminary between Howard and Quaker, not just for regular vehicular traffic but also for ambulances, police cars, fire trucks, and school buses that utilize that route. Please consider the proposals (e.g., Alternative 4) by the community members who actually live in the neighborhoods that will be affected. Cyclists are a relatively small group and should not be allowed to spearhead changes that adversely influence people living in the affected neighborhoods. Slow down and monitor more closely the speed on that stretch, if you want, and add pedestrian crossings with lights that can be requested if needed. You could also mark better and earlier (i.e., with street signs and arrows on the road itself) what turn lanes will be available upon reaching Quaker Lane so drivers can sort themselves in a timely manner into the correct lanes. But please don't reduce the number of lanes available for cars on that stretch of Seminary Road.

The people in that neighborhood should be consulted about pedestrian needs, including the Seminary faculty, staff, students, and parents.

If you're going to promote development as heavily as Alexandria has been doing, then you need to plan the infrastructure changes that will be needed. And that does not seem to be happening - from public transportation, to roads, to schools, to fields and open recreational spaces. Taking away and creating "road diet" type obstacles for transportation options without providing viable alternatives is a recipe for a frustrated populace.

<p>1. At Kenmore and Seminary, the signal to meter traffic and provide a safe pedestrian crossing should be a near-term project. 2. Make the speed limit 15 mph near Hammond Middle School during school hours. 3. Remove the telephone pole and other obstructions east of Firehouse 206.</p>	<p>Pedestrian hybrid beacons and RRFBs are not enough to help pedestrians cross Seminary Road safely. I have seen too many instances of (1) drivers ignoring beacons entirely; (2) a driver in one lane stopping, but a driver in the other lane not stopping; and (3) a driver in one lane stopping, and the driver behind switching into the other lane and speeding up to get around the slowing car. Please reduce the number of vehicle lanes and install pedestrian refuge islands and signals as proposed in alternative # 3, so that pedestrians only have to cross one lane at a time.</p>	<p>The staff's hybrid alternative is not consistent with the City's environmental, transportation, and complete streets policies. Alternative 3 would better fulfill the City's stated policy of prioritizing people who walk, bike, and take transit over people who drive alone. Please reduce excessive vehicle speeds by installing center left-turn lanes, pedestrian refuge islands, buffer space for people walking, and sidewalks in the sidewalk gaps.</p>
<p>The proposed changes are insufficient and do not go far enough. Cyclists deserve safer passage and from personal experience, drivers do not recognize that sharrows indicate sharing the road with cyclists. Further, this option doesn't address needed improvements with the sidewalks that are too narrow and close to the busy road with speeding traffic. Lastly, this option does nothing to calm the speed of traffic that is routinely violating the posted speed limit of 25 mph</p>	<p>Necessary and welcomed, but not sufficient to address the many other safety concerns as mentioned above.</p>	<p>Request further consideration of Alternative 3 - this option provides the greatest safety for all users of Seminary Road. Furthermore, traffic studies indicate that this option will not create significant traffic delays.</p>
		<p>PLEASE leave it the way it is</p>
<p>Where are the bike lanes? There is plenty of room on Seminary Road for dedicated bike lanes. I have biked that road and it is not bike-friendly as it is, and I do not see how these changes will help the situation all that much.</p>		<p>We need to make sure the final plan includes. Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>

	<p>Not enough pedestrian traffic to justify other than a light at Fort Williams and a crosswalk. LEAVE THE FOUR LANE ROAD AS IT EXISTS TODAY!</p>	<p>No logical reasons to change Seminary Road from Howard Street to Quaker except to add a cross walk at Fort Williams and a traffic signal. What accident/safety issues in this stretch of road justify these proposed major alterations to Seminary from Saint Stephens Road to Quaker Lane? Staff thinks there is a problem but to those who live in the area and travel on Seminary Road to Quaker are the ones whose voices should be heard. City Staff's idea that there is a problem here certainly does not exist and the proposed changes to Seminary Road (specifically rom Saint Stephens to Quaker) will certainly create traffic problems. This is a generated problem that doesn't justify our tax dollars being spent unwisely.</p>
		<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities). Although I don't live there, I volunteer in west Alexandria and I'm tired of feeling unsafe on the streets, when I'm trying to travel lightly on the planet (such as leading bicycle rides to view your champion trees). I've ridden my bicycle to volunteer in Alexandria for 16 years by the way.</p>

Clearly there's a need to make access to I-395 N and S safer. As is, access to I-395 in any direction is a hazard. Yet, no mention of any changes to address this problem.

Seems completely irresponsible to eliminate a vehicle lane for vehicular traffic for the purpose of a "temporary" sidewalk where one does not currently exist. How long is temporary - a few days, a few months? and what happens after the temporary period passes and no funding is forthcoming (as it is likely no evidence will show a need for a sidewalk in this location)? Bad decisions now will only result in bad decision in the future.

It would be a real surprise if anyone even reads this comment, let alone considers it in a thoughtful manner. But because it's important to let those with decision-making power know they are held to certain standards in their position, I'm submitting this comment anyway. My comment, as I am sure is similar to many others, is that removing one eastbound lane between St. Stephens Rd and Zabriskie Dr is one of the very worst options put forward and clearly a mark of bad decision-making. Reducing the eastbound travel lanes, from 2 lanes to one, on an area of road that should be a straightforward drive will result in increased congestion, more traffic problems, angry drivers, and accidents as drivers come to a bottle neck in the middle of a somewhat direct line of travel. Why would any knowledgeable, talented, educated professional (who I hope are the ones making this decision) propose and implement such an irresponsible design plan - one clearly fraught with peril for all (drivers, residents, pedestrians, bikers, etc). The seemingly strange decision that Seminary Road needs fewer vehicular lanes is simply not supported or supportable. The vast majority of residents commenting on this Seminary Road Complete Streets project have made a convincing case that 4 lanes of traffic are needed to make this road safe and sustainable over the coming years (in fact, I would propose another "short" left turn lane at the intersection of Seminary and Quaker to help eliminate the back up for those turning left vs those traveling

		<p>straight onto Janney's Lane). The plan as set out here will simply bring more tension, aggravation and angst to the neighborhood, making living here miserable. It is a decision we would have only the Alexandria City Government (Transportation & Environmental Services, Mayor, City Council and others officials) to thank for. Given the many voices heard on this issue, City officials should tune in and listen to their constituents -- we are not as uninformed as you'd like to believe.</p>
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<p>This design lacks separated bike lanes which are necessary for the safety of bicyclists and scooters.</p>		<p>Staff should have recommended Alternative 3 which considered the safety of all road users. This design is unsafe for bicyclists. Please, go back to alternative 3. Bicyclists should not need to risk death or injury when riding on Seminary Road.</p>
<p>Make a separate trail instead of adding to the frustration of drivers and the entire population. Everyone likes trails, even drivers who want to walk or bike.</p>		
<p>I would cycle along Seminary Rd from my home to my Federal offices in Eisenhower Avenue but you have decided not to improve bike safety on this corridor</p>	<p>The more Alexandria does to protect pedestrians the better, otherwise we will all be in our cars driving into the City</p>	<p>The decision to provide no safe bike upgrades on Seminary Rd is a disgrace. Look to Arlington County to see how it is getting people out of cars and using their integrated network of trails and on-street bike infrastructure. Myself and the hundreds of Federal employees that commute by bike to our new HQ in Alexandria are disgusted by this lack of action on Seminary Rd. You should be ashamed.</p>
<p>I think the upgraded crossing will be an improvement. In the future I believe that adding pedestrian islands to the road protected bike infrastructure will make the area safer and more accessible for all road users.</p>	<p>The pedestrian crossing will be an improvement but crossing seminary road will remain extremely dangerous if more is not done to control speeding and reducing crashes along the corridor.</p>	<p>I am deeply disappointed with the staff recommended design for seminary road. The design fails to align with the cities vision zero policy, complete street policy, and environmental action plan. This area has been designated as a high crash corridor. The staff recommended design by their own assessment "...still allows for passing and speeding for the majority of the corridor." and is "...unlikely to reduce crashes." As someone who bikes, walks/runs, and drives along Seminary road I ask that the city adopt alternative 3 over the staff recommended design. Alternative 3 is the only design alternative that will propose a safe environment for all road users and is the highest</p>

		scoring design by the city staff's own assessment.
<p>The proposed improvements are by no means a "complete street" and fail to properly accommodate other forms of transportation. As an occasional cyclist traveling between South Arlington and Alexandria, this is an area I try to avoid, making my route longer. Improvements needs to include bike lanes, full sidewalks, safe pedestrian crossings, and road features that reduce speeding.,</p>		

<p>I am an avid but practical middle-aged female bike rider - I use my bike for commuting, errands, and some recreation. I am also the mother of two teenagers, and I encourage them to use their bikes rather than driving (for the one that can) or riding with friends to get places. Of all the designs presented, alternatives 2 and 3 actually gave space to cyclists that would make it possible to bike on Seminary road, and neither significantly impacted drivers. The design presented, with sharrows, is the worst of all plans. It would take an extraordinarily confident rider to be willing to ride there. In my experiences, sharrows only increase the frustration and anger of drivers, and make biking harder and less accepted (and much more dangerous). No child or teen could possibly ride with that configuration. The protected bike lanes are the only way to actually make biking accessible and reduce the number of cars on the road, because ordinary people will see biking in the local area as a safe option (rather than driving), and something they can do with their families.</p>	<p>The better and safer the pedestrian crossings, the better.</p>	<p>Please use alternative plan 3. Make a real commitment to safe communities.</p>
<p>OK with changes, but better synchronization of traffic lights (esp the one at FCH and the apartment complex) is essential</p>	<p>These are fine IF (and only IF) they are not going to throw off traffic light synchronization. It's not clear to me how the synchronization will NOT be affected, so I want to ensure this is addressed</p>	<p>Absolutely, positively ludicrous to eliminate right turn on red from Seminary heading east onto Quaker heading south. Cutting down to one lane is going to create serious back-ups and eliminating right on red will be catastrophic. With all the new pedestrian crossing areas, there is no justification for eliminating right on red and this crucial intersection.</p>

<p>no comment</p>	<p>good intentions but will reduce throughput on Seminary east and west bound</p>	<p>Reducing lanes between St Stephens and Zabriskie is not a safe alternative. This change will hamper through traffic moving east, increase wait times for those turning right from St Stephens to Seminary, and will increase cut through traffic onto St Stephens, Colonel Ellis and beyond. For those not wanting to cut through to St Stephens, they will remain in the new right turn only lane and shove their way into the single lane past the St Stephens and Seminary traffic light. If you think they won't do this, you don't drive enough in this neighborhood. I see this happening all the time eastbound at Howard and Seminary when cars want to get ahead of those in the left lane and instead of turning right at Howard as they are supposed to, they continue straight. Luckily, they are able to go into the right hand lane beyond the intersection so it doesn't cause too many back ups or accidents, but those scofflaws who ignore the new proposed right turn only lane onto St Stephens will cause backups at the St Stephens and Seminary intersection when they demand to continue going straight through. These types of situations will cause back ups and delays for all of those who are law abiding when they are in the left and only lane that will go straight through this particular intersection. This option is completely short sighted, will cause unnecessary back ups, and will result in many more cars using St Stephens and other streets in that neighborhood to cut through to Fort Williams and then back to Seminary. For local residents, this option is</p>
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		<p>completely unacceptable. Four lanes must remain all the way through on Seminary east bound in order to move traffic consistently. The change in lane structure at Quaker and Seminary is also short sighted and will cause more backups than there already exist. Those cars wanting to get through to Janneys in the left lane will have to wait for those turning left onto Quaker. When they don't want to wait, drivers will try to slingshot around these cars into the intersection in order to go straight. The situation will be aggravated by the fact that the right lane will be backed up with the inability to turn right on red. This is a completely unsafe set-up and proposal and will cause further backups. I do not support the hybrid plan proposed on May 30th. I do support alternative 4 proposed by a number of citizen associations. We need 4 consistent traffic lanes between Howard and Quaker. And the other aspect of the issue here is speed. There are far too few people getting cited for going over the 25 MPH posted speed. I support consistent monitoring of speed by police combined with the proposals in alternative 4.</p>
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<p>Please build out the network in the master plan. The original option 3 was safer by every measure and consistent with the plan. I am tired of feeling like I am in enemy territory every time I visit Seminary Hill; it is the least bike friendly part of the city. I do like that a sidewalk was added to the plan; I am happy to see my tax dollars go for sidewalks and bikelanes and would willingly pay more taxes to get the bike lane network built out sooner. I'm getting too old for this "take the lane" nonsense.</p>	<p>Safe pedestrian crossings are important. I worry about user activated signals on a 4-lane road, where one driver might stop while an aggressive driver in the other lane speeds up. 4-to-3 lane "road diets" are safer.</p>	<p>I am disturbed by the use of "sharrows" in the latest design. Jurisdictions all over the USA are abandoning "share the road" signs for "bicycle may use full lane" signs because people can't agree on what "sharing" is. To a driver, "share the road" means "don't slow me down." In the US, it is considered rude to drive slower than the speed limit (the social rule is the opposite of the legal rule; the social rule carries much more weight). To a cyclist, "share the road" means "allow me to ride safely." Sharrows, like "share the road" signs, are a failed experiment. https://usa.streetsblog.org/2015/09/02/share-the-road-signs-dont-work/ https://www.citylab.com/solutions/2016/02/sh-arrow-safety-bike-infrastructure-lane-chicago/460095/ Thanks for listening. Please do the right thing.</p>
<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>	<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>	<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>

Please consider strongly: - The city has spent many man-hours on tax dollars on this 1 mile strip and the due diligence meets VZ & complete streets examination expectations; an Alternative 1 solution can be implemented in 2020 AFTER Transurban study, Bus rider study, McArthur school final plan and traffic signal with turn/straight lane only adjustments are tested. A simple refresh of the existing mile of Seminary in 2019 makes economic sense, overcomes large uncertainty and promises more complete street fixes when stable conditions exist. - Test or add permanent no left turn from Ft Williams onto Duke during PM rush hour; start with beginning of project and let it stand a year or more after project is done. The average cut through driver will learn where the single lane eastbound on Seminary starts and make a right on St Stephens to cut through near a school to get to Duke -- current Seminary Ridge area speed cushions do not slow many drivers during rush hour. This also improves flow on Duke. Bottomline, please do something to deter cut through off of seminary if one lane east and Alternative 1 makes it. - Allow right turn on Red eastbound on Seminary at Quaker when NO pedestrians are present (like Quaker onto Seminary). Deter neighborhood cut through if Alternative 1 is pushed through. - Also, a 9.5 foot wide buses needs 11 feet in the right lane despite the "standards" in the traffic world. It is asking too much to be in a narrow lane, watch for things in the 7 foot side area when you pull over, and stay on time during

Like my answer to question six, all of these obstacles may be good at slowing traffic and helping walkers/bikers but they also encourage added cut through in neighborhoods that want to retain safety on their streets. I'm a bus rider and local, improve existing crosswalks only in 2019. If a mid cross must be added for some odd policy, help the VA Theo Seminary housing by adding the one halfway to zibreske (sp?) eastbound. Let's improve this one mile slowly and in steps, see answer 6 above.

If 77% of citizens that are directly impacted are against it now and over 1200 residents have signed a petition to retain 4 lanes throughout this one mile, can we do a simple refresh now, get past another election cycle and readdress complete streets on seminary from 395 to Quaker when it is time. This gets us back to the original, larger section of Seminary Rd and makes a rationale case for VZ and complete streets policy hawks.

<p>commutes. - Reexamine spending priorities to improve overall safety on Alex streets and determine if funds (federal/state/local) are being applied in the most needed areas. Thanks for the 31 May meeting, I did not get my number called but would have asked about waiting until less uncertainty exists, minimizing cut through temptations, and unhelmeted power scooter riders that will love the 7 foot side lanes (the 7 foot lanes are an obvious stepping stone to full bike/scooter/skateboard lanes.</p>		
<p>Provide 15 mph school speed limit in front of Hammond Middle School. The narrow sidewalk just east of Fire station #206 on Seminary Road is obstructed. Please move the telephone pole, wires and fire hydrant out of the sidewalk to make this sidewalk accessible.</p>	<p>I strongly prefer crossing one lane of traffic at a time, not four. Please install pedestrian refuge islands and crosswalks as shown in Alternative 3</p>	<p>The staff recommended alternative compromises safety and is unacceptable. Please implement Alternative 3 with center left-turn lanes, pedestrian refuge islands, buffer space, bike lanes, and also fill the sidewalk gap on the</p>

		north side of Seminary Road. Change the street sufficiently to reduce excessive vehicle speeds.
<p>I commute regularly via bicycle using Seminary, both ways, as part of my regular route. As a former competitive cyclist I am very confident in my abilities to interact with automobiles at speed. Unfortunately, most normal cyclists are scared to death of riding on Seminary Road in its current configuration offering them no protection. Riding from King Street, then onto Janneys Lane provides dedicated bike lanes and share lanes. Much to the very vocal anti-cycling contingent that opposes any change to the City of Alexandria. Once on Seminary there is no protection for a cyclist. The vocal minority, that claims they represent the West End, in fact do not represent the multitude of people living in the high density dwellings on Seminary, filled with bike riding children. They were not present at the community meeting and the one young man with a non-Caucasian complexion was shouted down to justify his home address. Shameful tactics from the vocal minority. Please don't give-in to the so-called Civic Associations. Do the right thing and protect the people of Alexandria.</p>	<p>Until there are dedicated bike lanes on Seminary Road, and until there is a safe way for cyclists to enter and exit the I-395 overpass, these changes are incomplete and dangerous.</p>	<p>Just fixing the pothole situation is to be applauded. It is so bad that I am limited as to what type of bikes and tire/combinations I ride through the Howard/Seminary intersection. The uphill section from Quaker Westbound needs some type of protection as the speed of a cyclist diminishes considerable with respect to the speed of the automobiles. Why does Braddock work better for bikes? Because there isn't a connection to I-395 and a massive BRAC building. This answer should also serve as two reasons to make Seminary Road safer for cyclists.</p>
<p>I propose the inclusion of bike lanes. I do not bike commute but I ride in that area and it is currently rather scary for bikes and I end up having to avoid it.</p>	<p>Increased pedestrian crossings for safety is great but bike safety should be included</p>	<p>Please include bike lanes</p>

<p>I'm not sure how closely these changes reflect the highest-scoring alternative--alternative 3-- but inasmuch as they do not, they should be changed to align with that alternative. These changes appear to compromise the design that most accurately supports Vision Zero and Complete Streets. Please do not compromise comfort and safety of vulnerable road users like walkers and people riding bikes.</p>	<p>See above.</p>	<p>These changes should be improved such that they align exactly with the original Proposal 3 that best reflects the goals of Vision Zero and Complete Streets. Don't compromise the comfort and safety of vulnerable road users like myself.</p>
<p>they are grossly inadequate for cyclists and pedestrians</p>	<p>they are insufficient in design and quantity. We need more: Bike lanes and Complete sidewalks</p>	<p>Do not favor motorized traffic over pedestrians and cyclists. We must have a better design. We need more: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>
<p>cyclists and pedestrians help the environment and congestion on our roads by not adding to vehicle traffic. All efforts to provide for their safety are strongly asked for.</p>	<p>cyclists and pedestrians help the environment and congestion on our roads by not adding to vehicle traffic. All efforts to provide for their safety are strongly asked for.</p>	<p>cyclists and pedestrians help the environment and congestion on our roads by not adding to vehicle traffic. All efforts to provide for their safety are strongly asked for.</p>
<p>I am not sure why refuge islands are not under consideration for Library Ln and Seminary, the street is extremely wide here, more than 80' on one side and 92'+ on the other. There should also be room for curb extensions. I would like see the curb radius at Kenmore reduced to 15' instead of its high speed version today and barriers added to Kenmore's bike lane buffer (delivery trucks park there frequently). I would like to see a barrier preventing people headed southbound from the ramp off of the northbound 395 to prevent them from turning left onto Library Ln since they should loop around using Kenmore and Van Dorn instead.</p>	<p>Having asked for HAWK signals in other locations for years and been told they were too expensive but then seeing multiple HAWKS for this project is frankly a betrayal. I don't see them being very effective on multi lane roads and there is more non-compliance than studies allude to.</p>	<p>Frankly, for the amount of delay in the city's alternative, Alternative 3 provides the same delay but with far more benefit in terms of safety for all. The city's alternative draws heavily from an option just 4% of survey respondents selected as their first choice. It is frankly dishonest to describe alternative 2 as people's second choice because the city's survey forced respondents to rank their choices and there were only 3. It is akin to saying that people will get their third choice. I don't think it is good policy to promote an alternative which has virtually no constituency and no support by anyone. The sharrows proposed by staff DO NOT comply with NACTO's all ages guide nor FHWA's new guidance on use of sparrows. Lack</p>

		<p>of refuge islands will end up killing someone, even with hawk signals. The whole process has been a complete disappointment</p>
	<p>Not enough. We need: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>	<p>Not enough. We need: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>

Please install a signal to meter traffic and provide a safe crossing on foot for students attending Hammond Middle School. Having students cross a giant road without adequate signalization is extremely dangerous and results in more students being driven to school even if they live a short distance from that location. Provide lowered speed limits in front of the school - 15mph preferably. Remove the obstructions on the sidewalks on this stretch such as the telephone pole, wires, and a fire hydrant. These are impediments to people walking. All of the above can be done in the near term.

Crossing four lanes of traffic is dangerous and uncomfortable even with the proposed improvements. When a car in one lane stops for someone crossing, it is likely that a car in the adjacent lane will not. The road diet proposed in Alternative 3 resolves the issues outlined above.

The staff hybrid recommendation is terrible. It is unsafe and does not address the issues faced by people who wish to walk around their neighborhood or by people who live on Seminary and wish to pull out of their driveways. Four lanes of traffic encourages excessive vehicular speeds and dangerous driving. The proposal put forth by the city also does not address the sidewalk gap on this part of Seminary Road. The recommendation also does not conform with the city's Environmental Action Plan to lower GHG emissions and provide safe accommodations for all people, it does not conform with the city's Complete Streets Policy because it does not provide facilities for all ranges of road users, it does not fit in with the city's Vision Zero policy because it does nothing to improve safety on the road for people outside of cars, and most of all, it ignores the planning done by the city and its citizens in forming the Transportation Master Plan which indicates that Seminary Road needs a 'high quality bicycle facility.' Whatever anyone may think, sharrows are NOT bicycle infrastructure. A proposal for sharrows on this stretch of road is a slap in the face for those of us who participated in the formulation of the plans and policies described above. What is the point in all of this planning and policy formulation if we decide to throw it out in the face of some opposition? Alternative 3 conforms to existing city policies and planning done over the years. Implement Alternative 3 with buffered bike lanes, center left-turn lanes, pedestrian refuge

		<p>islands, and 5 to 6 feet of buffer space for people walking. This will all make the street safer. I see no reason to wait for someone to die to decide to change.</p>
<p>Please make whatever changes necessary to maximize safety for pedestrians and cyclists. Alternative 3 with the buffered bike and turn lane is the best option to me.</p>		

<p>These "improvements" fail to consider safety of all road users. They fail to provide safe cycling facilities or reduce vehicle speeds.</p>	<p>Thank you for considering pedestrian safety at least a little bit.</p>	<p>The staff's recommendation prioritize vehicle volumes and speed! This recommendation is for drivers of cars, not all road users and fails to support the city's Vision Zero goal.</p>
<p>Please do not remove lanes. Traffic will backup.</p>	<p>Pedestrian crossings can be improved.</p>	<p>Can you work on East Seminary road where most of the crashes happen?</p>
<p>Please provide the following: • Bike lanes • Complete sidewalks • Safe pedestrian crossings • Easy access to bus stops • Road design that reduces speeding</p>	<p>Please provide the following: • Bike lanes • Complete sidewalks • Safe pedestrian crossings • Easy access to bus stops • Road design that reduces speeding</p>	<p>Please provide the following: • Bike lanes • Complete sidewalks • Safe pedestrian crossings • Easy access to bus stops • Road design that reduces speeding</p>
<p>Just like on King Street, these changes will do nothing to slow traffic and will cause a lot of cut through traffic just like what is currently happening with traffic on King Street.</p>	<p>Pedestrian improvements are welcome.</p>	
<p>I am completely and unalterably opposed to any diminishing of lanes on Seminary Road. I commute on this route every day, and removing lanes on Seminary will cause additional gridlock with no tangible safety improvements. In fact, removing lanes will make Seminary less safe. The term safety applies to everyone who uses Seminary, regardless of the type of conveyance. Again, I take Seminary Road to and from work every day and I never see any bicyclists. This proposal is strictly meant to placate one very narrow, disingenuous special interest at the expense of local residents and neighborhoods. It risks jeopardizing the safety of children in those Alexandria neighborhoods. Anyone who doubts that fact is welcome to stand on my front lawn during morning and evening rush hours.</p>	<p>I approve of the proposed new pedestrian crossings.</p>	<p>It is time for the City to actually practice representative democracy and listen to its citizens who will be directly affected by this proposal (as opposed to those special interests in Adams Morgan and San Francisco, CA).</p>

<p>In the spirit of the City's Environmental Policy that "puts people first by implementing transportation projects with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, and private motor vehicles," please consider a plan that does not privilege drivers over all other groups. The proposed staff plan provides no bike lanes, provides minimal improvements for people who walk and take the bus, and does not address excessive vehicle speeds.</p>	<p>Please consider adding bike lanes, complete sidewalks, and easy access to bus stops in addition to the pedestrian crossing.</p>	<p>One of the best ways to protect pedestrians, cyclists and public transportation users is to engineer a road design that reduces speeding. As an Alexandria resident, I urge you to reconsider the staff-recommended design to include some of these safer elements.</p>
<p>I have read the Road Diet description and I believe this would be the best alternative for better safety for people, cars, and bikes</p>	<p>These proposals do not seem appropriately pedestrian centered. I have taken buses down N Quaker and have road bike and do not feel safe travelling this corridor.</p>	<p>I don't think there is much thought process going on the staff recommended design for pedestrians, bikers, bus shelters and car speed.</p>
<p>Transit signal priority would be helpful in making bus trips quicker.</p>	<p>These recommendations are good. We need to make the streets safer for pedestrians and cyclists.</p>	<p>Transit signal priority, bike lanes and sidewalks are necessary to make it easier and safer for people to use alternative means of travel to reduce car trips.</p>
<p>This does not adequately provide for safe streets for cyclists and pedestrians, focusing too much on facilitating faster travel for motorists. Emphasis needs to be on reducing motor vehicle speed through this corridor and protecting all road users. Plan should include protected bicycle facilities, complete sidewalks, safe crosswalks, and physical limiters to motor vehicle speed. The proposed changes are insufficient for meeting the needs of all in our community.</p>	<p>These are insufficient. Crosswalks should include physical components requiring motorists to drastically reduce speed at the crosswalk, enhanced signaling to indicate that motorists yield to pedestrians, and integration with a complete sidewalk network.</p>	<p>Alexandria had seemed like it was moving toward planning for all road users over the last couple of years. This insufficient design is a troubling reversal of that trend. If we are to be an attractive, safe, sustainable city we need to provide infrastructure that encourages non-motorized transportation for everyone in the community and places as much emphasis on the safety of vulnerable road users as you seem to be placing on advancing the speed of motor vehicles.</p>

If the concern is safety, west of Howard needs to be the focus of city efforts as that's where the problem is. East of Howard has proven to be safe according to city produced statistics, and to lump both stretches of road (east and west of Howard) is, at best, analytically flawed, and at worst, evidence of bad faith on the part of city staff.

It makes sense to add at least one pedestrian crossing east of North Howard. I note that at the May 30 meeting, city staff stated that the higher tech (HAWK?) crosswalk technology would obviate the need for medians. City needs to choose between purchase of this technology and payment for medians - to do both would be wasteful. My preference would be to use the higher tech crosswalks and skip the medians.

I have several concerns with the staff proposal. First, according to the head of the traffic/safety office who presented at the meeting, the analysis underlying the proposal did not factor in proposals to use Patrick Henry Elementary as swing space for the MacArthur rebuild. Thus we should anticipate an additional 2-4% bump in Seminary Road usage beyond the 2% growth factor included in the analysis. Second, I can find no evidence that city staff made any attempt to validate assumptions concerning effects on traffic of various forms of "road diet". My understanding is that there are EX-POST analyses of road diet projects on roads similar to Seminary and that they show highly detrimental effects at traffic levels similar to that which currently exists on Seminary. Third, I could not find any estimate of possible usage of a new sidewalk between Deanery Dr. and the large open space at the northwest corner of Seminary/Quaker intersection. There is little reason to believe that the proposed sidewalk would get significant use, and I'm certain that nobody has thought about whether proposed new crosswalks that would facilitate access to the existing sidewalk on the south side of Seminary would be enough to satisfy demand for sidewalk space on that section of road. Bottom line: staff proposal is making a riskier-than-they-acknowledge bet that plans to create a dedicated right turn lane at eastbound Seminary/Quaker intersection will suffice to mitigate the backups that occur at that section of road. If they are wrong - and especially if

		<p>backups occur to Zabriskie - there will be a significant, cascading traffic problem resulting in dramatically increased cut through traffic utilizing Fr. Williams or St. Stephens. The problem I see is that we're undertaking this risk for minimal benefit - the opportunity to spend \$1.5 million or more to build a decorative sidewalk. Go with the "Alternative 4" proposal advanced by the neighborhood groups most impacted by this project.</p>
<p>I agree. Greater visibility for pedestrians</p>	<p>I support these.</p>	<p>These efforts are a good start to make the community more walkable.</p>

<p>I support them and any methods to our streets safer. Just today I came across a man in wheelchair who had been hit by a truck in a crosswalk. We can do better.</p>	<p>I support safer streets, I support new pedestrian crossings</p>	<p>I hope the city staff will reconsider their decision and vote for the improvements and safer streets for all.</p>
<p>there is no safety need to reduce Seminary Road to one lane eastbound. The city will add to traffic and still not even have the sidewalk they say is so critical. This is a sham to appease the bicycle lobby</p>	<p>City wants to again cause more traffic without any cause. Strongly oppose removing the spur that allows traffic to flow onto Seminary west from Howard</p>	<p>Why cant the city just repave the road as it is Why does the city use a false safety argument to create more traffic? Why does the city use data provided by a company that has a vested interest in forcing traffic onto 395 Why does the city listen to out of town bike lobbyists more than its own taxpayers?</p>
<p>I commute by bike a couple times a week and I am also a user of public transportation so I think it is important that the following is incorporated in all plans:</p> <ul style="list-style-type: none"> • Bike lanes • Complete sidewalks • Safe pedestrian crossings • Easy access to bus stops • Road design that reduces speeding 		<p>Please add bike lanes.</p>
<p>Provide 15 mph school speed limit in front of Hammond Middle School. The narrow sidewalk just east of Fire station #206 on Seminary Road is obstructed. Please move the telephone pole, wires and fire hydrant out of the sidewalk to make this sidewalk accessible.</p>	<p>I strongly prefer crossing one lane of traffic at a time, not four. Please install pedestrian refuge islands and crosswalks as shown in Alternative 3</p>	<p>The staff recommended alternative compromises safety and is unacceptable. I thought the city was committed to Vision Zero and as a pedestrian and cyclist, I do not feel safe. Please implement Alternative 3 with center left-turn lanes, pedestrian refuge islands, buffer space, bike lanes, and also fill the sidewalk gap on the north side of Seminary Road. Change the street sufficiently to reduce excessive vehicle speeds.</p>
<p>Bike Lanes are very important, as well as clear pedestrian and bicycle road markings</p>	<p>Pedestrians need safe crossings, especially the handicapped who cannot walk miles looking for a crossing</p>	<p>Bicycle Lanes promote non-car visits as well as commuting</p>

<p>I am very concerned about narrowing the road to 3 lanes on Seminary near St Stephan's Road because it could result in deaths and permanent disabilities if ambulances are delayed in getting to Alexandria Hospital. Narrowing to 3 lanes could also result in deaths and destroyed houses if the fire trucks are delayed in getting to homes and businesses on fire. There is no compelling safety rationale for reducing Seminary lanes to 3 lanes but there is a compelling reason to maintain 4 lanes to reduce the risk of deaths and destruction of homes and businesses from unnecessary delayed responses by ambulances and fire trucks.</p>	<p>Agree with all the crosswalk recommendations except not sure if it is worth the cost at St. Stephan's now that the post office will soon be closed.</p>	<p>Highly agree with the recommendation to make the left hand traffic light at Quacker a through lane as well.</p>
		<p>No turn on red areas are helpful, as cars rarely look both ways for pedestrians. Pedestrian intervals are also helpful, especially when combined with no turn on red. However, the lack of designated, marked bike lanes along the shoulder is a huge problem for a city that seeks to improve the appeal and accessibility of alternative transportation. As we've seen recently in DC, bike lanes are key to promoting safe cycling!</p>

	<p>The proposal to remove a lane on Seminary Rd for 1 block (less than half a mile) and then to go back to two lanes after that block will create a bottleneck each morning and evening. It will require cars to merge for a very short period of time and then to de-merge back in to their original lanes. It will create a needless backlog of cars and create a dangerous merge area at the exact spot where the city is attempting to increase crossing safety. A well marked and signaled crossing zone can accomplish this task without creating a significant problem with traffic. As a resident of the area and as a person who uses Seminary Rd every day to go to and from work in Old Town I am very much against this proposal.</p>	<p>Please outline in your announcements why after soliciting public feedback which was overwhelmingly against this proposal, the city looks to have chosen to move forward with it. It may be corny to say that government should be for the people, not above it, but this entire process seems to have been designed to deliver a pre-determined outcome. That outcome will create new problems out of thin air which will then need expensive fixes in the future. Why are we not simply re-paving and marking Seminary (while adding well marked crossing areas) rather than changing the traffic flow and lanes? A clear explanation for this has not been forthcoming from the people involved.</p>
<p>Removing an east bound lane from Quaker to</p>		<p>Removing "no turn on red" is completely unnecessary. There are few pedestrians and there have been NO pedestrian fatalities. It will unnecessarily impede traffic as well. The city has BRAC and Amazon coming and we will only have more vehicles, not less. Shame on you for continually developing a dense city without taking care of the infrastructure with our taxes.</p>

<p>I support curb and pedestrian enhancements</p>	<p>I support LPIs and HAWK signals as well as enhanced signage. However I believe that these are only the bare minimums that could be done to improve pedestrian safety and reduce crashes which is the whole point of Vision Zero and this enhancement project. We should not need a separate project study and community meetings to install LPIs and improve sidewalks, these should be a given.</p>	<p>I am extremely disappointed in the recommendation. It does the bare minimum to improve safety for pedestrians. The proposal should aim to score +2 in pedestrian safety and preventing crashes. Minimizing vehicle delay is important but when the difference is measured in seconds it should not be the top priority. What's more important - people's lives or adding 30 seconds to a person's commute? I support alternative 3, reducing to 1 Lane and enhancing sidewalks and protected bike Lanes. Improvements to king St have shown minimal or zero negative effects on vehicle delay with a huge increase in accessibility and safety. Arlington is doing a better job of supporting pedestrians and cyclists. Please step it up!</p>
		<p>That area needs to better prioritize safe pedestrian and bicycle travel, not vehicular traffic which it is seemingly over engineered for. The pedestrian-only signals should be kept and protected bike Lanes should be installed.</p>
<p>Any reduction of lanes will create a major traffic issue</p>		
<p>The proposed changes do not in any way make Seminary Road safer. The city has a Bike-Ped Master Plan, Environmental Action Plan, a Complete Streets Policy and a Vision Zero Policy that all call for safety improvements to city streets. These policies all need to be followed for Seminary Road. T&ES needs to clearly explain why it's proposed plan does not follow the policies.</p>	<p>The plan does not make significant improvements to safety on Seminary Road. The plan needs to include designs to make the road safe.</p>	<p>The proposed changes do not in any way make Seminary Road safer. The city has a Bike-Ped Master Plan, Environmental Action Plan, a Complete Streets Policy and a Vision Zero Policy that all call for safety improvements to city streets. These policies all need to be followed for Seminary Road. T&ES needs to clearly explain why it's proposed plan does not follow the policies.</p>

<p>These are terrible capitulations to a handful of angry people which ignore all traffic study data and go against the city's safety initiatives to increase safety for bikes and pedestrians. Maintaining the focus on cars is not sustainable. I'd love to bike to that area when running errands but it is not safe in the road's current state - I had had hope when ALL the research from the city leaned towards a road diet, but apparently that's all to be ignored in favor of a few people making a fuss.</p>	<p>More. More of everything that makes it safer and easier to travel without a car.</p>	<p>Take the lessons from King St and make it even better - the center turning lane is great, as are the bike lanes. Seminary can do at least that much, if not more.</p>
<p>"improvements" not supported by data projections showing an increase in bicycle ridership. Instead data shows an increase in vehicular volume. On Monday 10 June, I experienced the closure of one turn lane onto 395 off Shirlington Circle. The congestion was unprecedented over the 27 years I r been a resident in this area. The road diet is not supported by data and I do not support it.</p>	<p>If pedestrian traffic volume justifies an amendment to the road, you need an overpass or a light. Crosswalks don't work. Just look at Russell Rd</p>	<p>The city's vision for a different Alexandria is not supported by data. We will remain a car-bound suburb with pockets of urban living like Old Towne. Messing with traffic in Seninary would be a regrettable decision.</p>
<p>I do not agree with reducing the number of vehicle travel lanes. I strongly disagree with the recommended changes to the Seminary Road - Quaker Lane intersection. Right turns on red and left turn lanes are important to efficient traffic flow through this intersection. There are rarely any pedestrians present, adding substantial time to every driver's commute for the sake of nonexistent pedestrian traffic is a poor decision.</p>	<p>I do not agree with reducing the number of vehicle travel lanes. I strongly disagree with the recommended changes to the Seminary Road - Quaker Lane intersection. Right turns on red and left turn lanes are important to efficient traffic flow through this intersection. There are rarely any pedestrians present, adding substantial time to every driver's commute for the sake of nonexistent pedestrian traffic is a poor decision.</p>	<p>My recommendation would be to leave the speed limit at 35, and just enforce it aggressively - so that law-abiding drivers can get where they're going efficiently, and the city can make money from the speeders. These 25 mph limits on major arteries like Quaker Lane and King Street are well-intentioned, but not worth it.</p>

<p>Can we get protected bike lanes the whole way? It would be great to have a safe way for bikes to make it safely to the through this part of Alexandria.</p>		<p>I think it would be great if the staff thought more specifically about bikes here and to recognize that people can increasingly use bikes to get to different homes and commercial establishments in the area. If this is encouraged, it could reduce traffic and have less impact on residents and the environment.</p>
<p>SHA Alternative 4 is best most well thought out approach. It is grounded in community review and support.</p>	<p>Staff proposals should be denied. They are not solutions to broad community concerns. If chosen to implement they should be conditioned on a pilot test of the proposal for two weeks to determine and show efficacy.</p>	<p>Must keep Seminary Rd four lanes, and enforce speed reductions . Current delayed approach by City for Seminary Rd. as part of repaving for 1.5 years has not fostered trust nor viable solutions. References to King Street exercises are inapposite and not relevant.</p>
<p>Just marginal improvements for the safety of non-motor vehicle users. Limiting rights on red is good. But no bike lanes or any safety improvements for cyclists. No design measures to reduce vehicle speeds.</p>	<p>Should provide bike lanes. Original road diet plan was better and would be safer for all road users - including auto drivers.</p>	<p>I would like to bike through this area to get to the location I need to get to in old town. But this design won't allow that. I'll have to keep on driving.</p>

		<p>Your proposal fails to consider the negative impact it will have on other major roads (eg Duke) and neighborhood side streets if car traffic is reduced. It also fails to consider the fact that bus transportation has been reduced in the West End by Metro, that many of West End residents are not single individuals who can bike but who need to drive in cars to get anywhere in the city. How are families supposed to pick up their children from the schools (to get them to sporting events for which there is no public transportation for example)? How are family caregivers supposed to get their elderly to the doctors and hospital along Seminary Road? When I travel to volunteer at the Little Theater, it takes 40 minutes during rush hour to go from one end of the city to the next. If you "improve" Seminary Road, I expect it will double the amount of time. And there is no way I can take public transportation or bike. Please consider the actual population of the West End and their actual transportation needs and the actual effect of changes on the West End neighborhoods before imposing your plan on us.</p>
<p>Bicycles and pedestrians safety needs to be prioritized. This is a very dangerous road.</p>		
<p>Changes to a more pedestrian environment are necessary for area economic growth.</p>	<p>These crossings are necessary</p>	

<p>Please leave seminary road 4 lanes and possibly add a stop light at ft Williams that could be walker activated. Please do not make the left turn lane through and left turn and please don't make it no right on red. How about you use your imminent domain which you were happy to use when you wanted the boat club and make a right merge lane through that corner property like they have on Braddock rd when turning on to Quaker.</p>	<p>If there is a light at ft Williams there could be a walk way there. Don't need more than that.</p>	<p>Please start listening to the many citizens instead of the few bikers and the organizations they belong to.</p>
<p>Safety along seminary between Howard and Quaker is of primary concern. Traffic moves too quickly for safe pedestrian traffic. There should be a crosswalk and bike lanes.</p>	<p>Agreed!</p>	
<p>The proposed changes provide inadequate protections for cyclists. I commute by bicycle daily through this corridor and the wall to wall traffic leaves inadequate passing space for motorists who frequently travel in excess of 40 mph. Lower speed limits, bike lanes, and better traffic enforcement are imperative to link this corridor to the rest of the city.</p>	<p>I agree with these changes</p>	<p>Inadequate bike infrastructure.</p>
<p>Continue with 4 lanes no</p>	<p>No changes no problems stagf</p>	<p>Staff has indicated that it is a dangerous road which is A LIE</p>
		<p>I don't think a reduction in lanes on seminary is advisable not so I think that there should be any plan that removes a left turn lane separate from through traffic. I would be fine with no turn on red options proposed.</p>
<p>I don't like the proposal of no turn on red at Jordan and Seminary</p>	<p>Do not walk on that stretch of road so no comment</p>	<p>I'm concerned about the removal of one eastbound lane of traffic and what that may do you travel times, though the improvements at Quaker and Seminary may mitigate that.</p>

<p>1. Provide 15 mph school speed limit in front of Hammond Middle School. 2. The narrow sidewalk just east of Fire station #206 on Seminary Rd is obstructed. Please move the telephone pole, wires, and fire hydrant out of the sidewalk to make this sidewalk accessible.</p>	<p>I strongly prefer crossing one lane of traffic at a time, not four. Please install pedestrian refuge islands and crosswalks as shown in alternative 3.</p>	<p>Hybrid alternative is not acceptable. Please implement alternative 3.</p>
		<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>
		<p>Seminary Road--from I-395 to Quaker Lane--DESPERATELY NEEDS TO BE REPAVED. Other than that, no changes or "improvements" are necessary, despite the City's ongoing efforts to create a problem for its "solution."</p>
<p>I like the recommendations but when school is in session the speed limit should be 15 mph in front of Hammond Middle School. Also, the sidewalk near the fire station is blocked. Please move pole, wires, and hydrant out of sidewalk.</p>	<p>Please install refuge islands and crosswalks per Alt 3 so I only have to cross one lane of traffic at a time.</p>	<p>Please implement Alt 3 instead of the Hybrid alternative. Please change the street to make it as safe as possible for me. Including a center turn lane, bike lanes, and buffer space.</p>
<p>We can't prioritize drivers convenience over the safety of the most vulnerable road users. Please reconsider installing protected bike lanes on Seminary Road.</p>		

<p>The Staff's concentration on constructing a sidewalk on the north side of Seminary Road is misplaced. The need is virtually non-existent. Persons wishing to walk between Zabriskie Chapel and the new chapel at the Seminary could be accommodated by a crosswalk near the new chapel. Reducing eastbound lanes from two to one between St. Stephen's Road and Zabriskie Chapel is ill-advised; the backup from BRAC extends way beyond the area west of Zabriskie Chapel. The change of lane markings at Quaker Lane is wise; eliminating right turn on red is not. The prohibition of right turn on red while pedestrians are present is likewise not a positive step; the left turn allowed northbound Quaker Lane traffic should be retained and right turns made during that cycle are safe and will allow traffic to move more smoothly.</p>	<p>Probably a good idea, but seldom will be used.</p>	
<p>I am not concerned with these proposals. I do not believe they will accomplish much — reducing speeds, etc. but they are not my primary concern.</p>	<p>I think better pedestrian crossings are a very good idea.</p>	<p>1) The single lane eastbound after Seminary will create a great deal of cut through traffic in Seminary ridge that you have not accounted for. You need to install more traffic calming measure in Seminary ridge — like speed bumps on Col Ellis. This area already suffers from cut through traffic that the city has not addressed. 2) the single lane east bound will make it very difficult for people to turn left from Fort Williams onto Seminary road. You need to address this — presumably by a vehicle triggered stop light on Seminary. Through this process, I believe the city has largely ignored the feelings and views of the Alexandria residents. As a resident this is very disappointing. Please address the obvious</p>

		<p>flaws with your proposal to minimize the traffic congestion you are about to create.</p>
<p>I am a cyclist and avid walker who walks this stretch if the west end several times a week. There is no discernible safety issue for pedestrians. The need for two traffic lanes each way on Seminary is Plainly evident. This notion that a threat exists is a trick to push the aggressive Anti car foolishness by people who do not live in the west end</p>	<p>It seems a bit overblown to me. The one thing that does represent pedestrian progress is to finish the sidewalk on the north side of seminary road on the VTS campus. A pedestrian crossing prior to the hill does represent a safety improvement as crossing the road on the down side of the hill is required in the present configuration. This is dangerous and should be addressed</p>	<p>It's better than the original proposals and does represent a reasonable compromise</p>
<p>I often bike leisurely along these roads, and the improvements will help to provide a safer place to ride.</p>		
<p>I support increased visibility for crosswalks.</p>	<p>I do not support removing one lane on any part of Seminary Road. I also do not support changes to turning and straight through Lanes at Seminary and Quaker Lane intersection. Any left turn / straight through Lane will just cause problems</p>	

<p>I believe seminary should be maintained with 4 lanes on the entire stretch. I Do not no turn on red located at Pickett and seminary or the removal of the right turn lane from Howard to seminary (turning west onto seminary). Instead of adding a sidewalk, just install a hawk signal at the end of the sidewalk so those can safely cross the road.</p>	<p>They are not needed but I am not opposed</p>	<p>Keep it 4 lanes</p>
<p>They need to be implemented for the safety of all</p>	<p>They have been needed for years.</p>	
<p>Where are the bike lanes?</p>		<p>The city must add bike lanes.</p>
<p>Option 3 as presented by staff during hearings is the only relatively reasonable option. Rt 1 south of Duke St offers immutable proof of how out-of-hand speed can get.</p>	<p>Pedestrian crossings at 4-lane streets (2 lanes each direction) must be controlled by signals at intersections or at intervals that result in adherence of traffic to posted speed limits. There is no such thing as an “honor system” for obeying laws in the absence of enforcement— drivers are under too much stress in the DMV to be expected to always make good decisions.</p>	<p>Option 3 is the only relatively safe option, and safety must be assigned higher importance compared to thru-put of traffic.</p>
<p>These appear to be incremental pedestrian improvements designed to have minimal impact on private motor vehicles. I would like to see changes more in keeping with Alexandria's policy to prioritize bicyclists (bike lanes), buses (bus lanes or timed lights), and pedestrians over private vehicles.</p>	<p>These appear to be incremental pedestrian improvements designed to have minimal impact on private motor vehicles. I would like to see changes more in keeping with Alexandria's policy to prioritize bicyclists (bike lanes), buses (bus lanes or timed lights), and pedestrians over private vehicles.</p>	<p>These appear to be incremental pedestrian improvements designed to have minimal impact on private motor vehicles. I would like to see changes more in keeping with Alexandria's policy to prioritize bicyclists (bike lanes), buses (bus lanes or timed lights), and pedestrians over private vehicles.</p>
<p>The staff recommendation is unacceptable and insufficient to address safety concerns. Please construct Alternative 3.</p>	<p>The staff recommendation is unacceptable and insufficient to address safety concerns. Please construct Alternative 3.</p>	<p>The staff recommendation is unacceptable and insufficient to address safety concerns. Please construct Alternative 3.</p>
<p>Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>	<p>Safe pedestrian crossings are needed at major and treacherous intersections.</p>	<p>Need to improve safety and accessibility of roads for walker</p>

<p>The city did not listen to our objections! Meetings were lip service. This will make Seminary Road a quagmire. My wife and I are 4" year plus residents in our present location.</p>	<p>This is a capitulation to the small handful of bikers on Seminary Road; you seldom see these bikers.</p>	<p>These changes will be create a safety problem for ambulances and emergency vehicles!</p>
<p>The road diet that provides for buffered bike lanes is a far more effective project at meeting the project's goals while also complying with the city's complete streets law. The alternative selected by staff scores lower than the alternative that included the full road diet but the congestion impacts are the same.</p>		
<p>I am concerned the proposals will make traffic even worse.</p>		<p>Keep Seminary 4 lanes while,making safety improvements. I agree with the Seminary Hill Association Plan, not the city staff plan</p>
<p>Taking lanes away from vehicle traffic, particularly when volumes are clearly & visibly high (which is what we who live in the neighborhood and are directly affected, experience on a daily basis) on this segment which like it or not will continue to be used by cut-through traffic is simply a BAD & NON-SENSICAL idea. The expectation that bikes are going to start coming in just by creating dedicated (or even worse shared) lanes is a complete fantasy to say the least, particularly in a not very densely populated are by folks who clearly will not be switching to bikes. Limited amounts of City's money, most of which is taxpayer one, should be spent much better and in addressing many of the City's much more critical issues/challenges. Repave & Repaint Seminary Road, as it has clearly been long overdue for a long time now, while leaving the 4</p>	<p>Sure, but NO MEDIAN ISLANDS or anything that would disrupt/interfere with having 4 lanes all the way between HOWARD and QUAKER LANE</p>	<p>See 6</p>

<p>lanes the way they are and move on to more important & priority projects for the City.</p>		
<p>I'd like to see a lot more short- and mid-term initiatives on that list. It is so scary to bike over there. Let's stop considering these options and start moving toward a safer community.</p>	<p>Love all of them, I wish there were more. I'd like to see more right-of-way given to pedestrians. I'd prefer to see a HAWK system over flashing beacons.</p>	<p>I just wish that this went even further to protect cyclists and pedestrians.</p>
<p>Seminary Rd is a residential street and must be treated as such. There must be increased crosswalks and traffic must be reduced. It has become unsafe to walk even 500 feet on Seminary Rd because of the commuter traffic that uses the street. Biking is practically impossible on Seminary Rd as well.</p>	<p>These crosswalks are absolutely necessary for the residents of this neighborhood. People risk their lives trying to cross the street and there are children that are almost hit everyday upon returning home from school.</p>	<p>These recommendations are great but there needs to be even more done. Seminary Rd must be returned to a residential road rather than a commuters cut through and highway.</p>

<p>No Comments</p>	<p>Benefit of additional pedestrian crossings must be measured against actual need (documented) and likely slowing of through traffic</p>	<p>In any 3-lane configuration, buses will slow traffic and cause substantial backups AND more pollution. How can I pass buses traveling ahead of me on the single available lane? I'm stuck with stop/start of bus and its speed? Also, what data tells us that proposed new sidewalk will be used by anyone. That is a waste of precious funds and not worthy of consideration. There should be a crossing available to the other side of the road at approximately the old Post Office. There is virtually NO potential value of planned sidewalk construction. Nobody will use it. There are no residences at that location. Further, it seems most logical to remove the now dead-ended portion of the sidewalk that runs along the edge of the Seminary at that location.</p>
<p>Crosswalks are needed. Additional signals are needed</p>	<p>Yes! Especially near bus stops.</p>	<p>Pedestrian safety and ADA related needs are a huge issue. Please make needed improvements!</p>
<p>Kenmore and Seminary is an issue with individuals crossing outside the crosswalk and/or individuals crossing with a do not cross sign. You should spend your effort with trying to fix that crosswalk. I have not seen issues with the crosswalks at Seminary and N. Pickett and Jordan.</p>	<p>Improving pedestrian crossings is important. I do not believe that a median island is necessary since the road isn't that wide if you provide an individual crossing enough time to cross the street.</p>	<p>I would prefer that it stays 4 lanes throughout the entire stretch of Seminary Lane. As this is a major thoroughfare to get from the West End to any parts east in the city, it doesn't make sense to decrease the number of lanes. It will only push the traffic into the neighborhoods for commuters to get to Duke St. I believe that you can improve safety for pedestrians without decreasing the lanes. Bikers should be encouraged to use secondary roads. If the city wants to provide more options for bikes they should build bike paths not add a lane to the roads.</p>

<p>No right turn on red not necessary at Pickett given high visibility (but maybe at Library). Recommend crossing guards during school hours. Elevated walk as part of integrated catwalk at Library should be in long term plan. There is zero accommodation for bicyclists here. Need a safe route to connect to the Kenmore/King St path. I ride this every day and it's a nightmare. 395 exit ramp eastbound merge onto Seminary is bad. Consider a cut-out right turn lane for traffic into the apartment complexes since there is rarely a back-up there but unpredictable stopping behavior by drivers. Recommend speed bumps or rumble strips off the exit ramp and downhill from overpass eastbound on Seminary. Consider dedicate east west bus Thruway for Seminary if it is to be maintained as a major artery.</p>	<p>Agree with these proposals.</p>	<p>Greater focus on connecting all the routes for non-vehicular transport. Electric bikes and scooters are making this alternative much more attractive but less safe. We have paths that connect nothing which creates danger zones for riders and feeds perceptions of non-use among frustrated drivers. Consider traffic planning in the approval process for all high density development going forward. All of us are bearing the costs for development while the developers reap the profits.</p>
<p>For the sake of safety to our bicyclist please reconfigure to include separated bike lanes so that the road is less dangerous for bicyclists.</p>	<p>For the sake of safety to our pedestrians please reconfigure to provide pedestrian refuge islands at bus stops.</p>	<p>City planners need to reconfigure their proposal so as to reduce excessive vehicle speeds, provide bike lanes, and provide pedestrian refuge islands at bus stops and make Seminary Road SAFE for ALL modes of transportation!!!</p>

<p>None of the proposed improvements directly impact the problems in this area. I drive this route every day and have personally witnesses multiple jaywalking incidents that occur directly in front of Alexandria Police Department vehicles and the officers do nothing to prevent, discourage, or any other activity that might save a person's life. The single greatest risk in this area is a vehicle collision with a pedestrian. None of the approaches recommended by the panel directly address this problem in an efficient and effective manner. Given the nature of pedestrian Jaywalking in this area, combined with the volume, speeds, and rushed nature of vehicle drivers is to enforce restrictions against Jaywalking and to build a barrier on the lane divider on Seminary road at Southern Towers / Kenmore to prevent Jaywalking and direct pedestrians to cross at the lights.</p>	<p>You don't need more pedestrian crossings. You need to enforce the law and direct pedestrians to cross at the appropriate areas. Why are automobile users punished for infractions from pedestrians?</p>	<p>The staff recommended design solutions clearly reflected a pre-concieved goal with artificial and evaluation and screening criteria designed to support a pre-conceived goal.</p>
<p>Pedestrian improvements at Hammond Middle School must go forward in the short term as well as traffic signal at Seminary and Kenmore. I favor transit signal priority.</p>	<p>Do not approve of keeping two travel lanes in each direction which compromises pedestrian safety even with the slight improvements that are being made in crossings.</p>	<p>The staff proposal should not be adopted. It does not make the street any safer for biking . Pedestrians should have buffers along the entire length of the project. Shared route markings are not appropriate on a road with as heavy volumes as Seminary. Very small changes in travel time are acceptable to ensure this street meets complete streets and vision zero standards.</p>
<p>Road design that reduces speeding and safe pedestrian crossings.</p>	<p>Include bike lanes and road design the reduces speeding.</p>	<p>Streets should be made safer for all users, regardless of age, ability, or mode of transportation.</p>

<p>The city at all times and at all costs be prioritizing the safety of all travelers not just those of choosing the travel by car.</p>		<p>The city at all times and at all costs be prioritizing the safety of all travelers not just those of choosing the travel by car.</p>
<p>They do not go far enough to ensure safety or expand alternative transportation options like cycling.</p>	<p>This is a great first step on the one hand and a terrible compromise on the other. The science is clear that a stricter road diet would make Seminary Rd safer. That "safer" is counted in injuries and lives. We should make no half measures in that, yet there is nothing more permanent than a temporary solution.</p>	<p>Option 3 was better. Caving to pressure is the wrong answer.</p>
<p>We need protected bike lanes and complete sidewalks. The proposed design provides no bike lanes and provides minimal improvements for people who walk and take the bus.</p>	<p>We need protected bike lanes and complete sidewalks. The proposed design provides no bike lanes and provides minimal improvements for people who walk and take the bus.</p>	<p>We need protected bike lanes and complete sidewalks. The proposed design provides no bike lanes and provides minimal improvements for people who walk and take the bus.</p>
<p>These proposed changes are an improvement on the status quo, but very insufficient compared to Alternative 3 from the considered options. All the information leads to Alternative 3 being the best from a safety, multi-modal transportation, and environmental perspective. There is no reasonable justification for not implementing Alternative 3.</p>	<p>The pedestrian crossings make sense, but would be even better and safer if the road design were done with Alternative 3 layout rather than the current proposal.</p>	
<p>Do not take away our lanes from St. Stephens Rd and Zabriskie Dr</p>	<p>Do not take away our lanes from St. Stephens Rd and Zabriskie Dr</p>	<p>This is a terrible idea. BRAC Federal Building has increased traffic and drivers speeding along Quaker and Seminary. The police are never there to catch the ones they need and you want to take our lanes from St. Stephens Rd and Zabriskie Dr. to cause more frustration. NO WAY and I will be sure to vote against the politicians who agree to this change.</p>

<p>This area is critical to Central Alexandria for many reasons including a hospital and one of our major East/West arteries. The traffic congestion we have today requires that 4 lanes are protected so that we can get from place to place without concern especially in an era with BRAC and now Amazon HQ2. Reducing to fewer lanes will cause increased congestion and hurt emergency response. Our own mayor and his wife had trouble getting to Innova Alexandria for the birth of one of their children under the current four lane design as quoted in WaPo. Bike lane design throughout Alexandria should not come by reducing lanes for cars. You can redesign sidewalks for this purpose. Data shows that protected bike lanes (not shared lanes or ones separated with plastic sticks) dramatically increase bike demand across all age groups. If you continue building bike lanes as you are you'll get no discernable difference in bike usage. People do not trust motorists who drive while using smartphones. Bikes and cars sharing roads have proven to be poor contributors to building a bike culture. Pedestrian crossings should be improved.</p>		
<p>I am disappointed to see bicyclists not highlighted as beneficiaries in the proposed changes. LPIs do greatly benefit bicyclists, as do not turn on reds. I support these changes whole heartedly as they improve safety for all road users.</p>	<p>Please consider LPIs and no turn on reds to improve safety for all road users.</p>	<p>Please consider leveraging road design to reduce speeding and easy/safe access to bus stops. I also urge the City to commit to complete sidewalks instead of simply applying for funding. Even on slide 20 in the Complete Streets Project slideshow, bicyclist opinions are not highlighted. While sharrows help with overall driver awareness of bicyclists, many drivers end up viscerally angry when bicyclists</p>

		take the lane. I am disappointed bike lanes are no longer being considered for this project.
Changes to the road to improve safety are critical and I support each of those measures. In addition, I support the transit signal priority. If Alexandria wants to promote public transit it must give it priority to push folks to use it.	I agree with the new pedestrian crossings to improve safety for those who cannot/do not drive.	Studies suggest that the positive safety impacts of this project outweigh any potential negative impact on congestion. Alexandria should promote public transit to reduce congestion and environmental impacts, and this project will help push the County in the right direction.
The roads should aim to reduce speeding, and safer pedestrian crossings.	These sound like a great improvement.	Alexandria needs more bike lanes! Very unsafe to currently ride through on the Mount Vernon trail.
Add bike lanes (both directions); full improved sidewalks; 25 mph speed limit; bus stop safety islands; improved pedestrian crossings. One lane, each direction, for cars.	Add bike lanes (both directions); full improved sidewalks; 25 mph speed limit; bus stop safety islands; improved pedestrian crossings. One lane, each direction, for cars.I'm	Add bike lanes (both directions); full improved sidewalks; 25 mph speed limit; bus stop safety islands; improved pedestrian crossings. One lane, each direction, for cars.
		A top reason I moved to Alexandria was because the city seemed to have an appetite for making the roadways safe for everyone - pedestrians and cyclists included. We cannot just focus on making our roads better for cars - it will only lead to more congestion, and a population that gets unhealthier daily. We need to look at making this a great city for alternate modes of transportation. The city needs to make the right choice to prioritize sustainable growth in the area, putting people over cars.

		Traffic is horrible on that side of town and we can not handle fewer driving lanes. Quaker/Duke/Seminary are awful during rush hour.
I prefer the original alternative 3		
I support the proposed changes as they should improve safety for drivers, pedestrians, and cyclists. Road diets have proven effective based on prior implementation, and it should be effective on Seminary Road as well.	I support the proposed changes as they should improve safety for drivers, pedestrians, and cyclists. Road diets have proven effective based on prior implementation, and it should be effective on Seminary Road as well.	Please do not let anecdotes from drivers who lament about a slightly longer commute dissuade the staff making decisions based on traffic studies. Pedestrians and cyclists have as much right to a safe commute as drivers.
I think a shared marking is completely inadequate. Yes, the road has been slowed to 25, but I would feel incredibly uncomfortable biking on a shared lane of a road that size. A separate, protected bike lane is required to give cyclists any sense of safety. They're already allowed to be in the road, but it's dangerous to do so. Painting a reminder of their rights is an empty gesture.		
Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding	It's not enough to address speeding vehicles on this road. The county needs to properly engineer for complete traffic calming on ALL roads throughout the entire county. There are ZERO safe roads for pedestrians and cyclists in all of Fairfax County. These proposed changes are laughable.	Add bike lanes, add sidewalks, reduce speed limits. Why does every single thing this county does only consider motor vehicular traffic? Are pedestrians and cyclists of absolutely no importance? You should all be so lucky that people get to work by ways other than a personal car.

<p>People die because of how car-oriented the street are near my work:https://patch.com/virginia/oldtownalexandria/pedestrian-dies-alexandria-crash-police A coworker of mine was hit while walking near my work. I have seen a driver run a red near my work while I was legally crossing the street in the crosswalk. We need more bike lanes, complete sidewalks, safe pedestrian crossings, easy access to bus stops, and road design that reduces speeding. I also drive my car, but I am willing to have a slightly longer commute to ensure cyclists and pedestrians are safe.</p>	<p>Please add in additional speed controls to make pedestrian crossings safer.</p>	<p>People die because of how car-oriented the street are near my work:https://patch.com/virginia/oldtownalexandria/pedestrian-dies-alexandria-crash-police A coworker of mine was hit while walking near my work. I have seen a driver run a red near my work while I was legally crossing the street in the crosswalk. We need more bike lanes, complete sidewalks, safe pedestrian crossings, easy access to bus stops, and road design that reduces speeding. I also drive my car, but I am willing to have a slightly longer commute to ensure cyclists and pedestrians are safe.</p>
<p>I opposed prohibiting no turn on red at any intersection unless they include the caveat "No Turn on Red When Pedestrian Present" -- there are many hours of the day and days of the week when there are no pedestrians present and traffic flow should not be impeded/cars forced to sit idling and wait for a light change. It wastes gas and is bad for the environment.</p>	<p>I opposed reducing the number of lanes on any portion of Seminary Road and prohibiting turns on red at Seminary and Quaker. A pedestrian crossing at St. Stephens and at Quaker is adequate. No additional crossings are needed at Zabriskie.</p>	<p>I oppose green arrows for left turns at Howard and Seminary. This is one of the few ways to get back to Braddock Road without having to sit at a light. This wastes gas and increases pollution to have cars sit and wait for arrows 24/7 when there are only a few hours a day and days a week when there are pedestrians.</p>
<p>These changes appear reasonable and prudent.</p>	<p>I have no objections to the proposals.</p>	<p>I appreciate the attention given to these enhancements to pedestrian safety.</p>
<p>DO NOT shrink Seminary Rd down to one lane. This is a very bad idea for bikes which never use this road. The road rage, due to MD and DC drivers is unbearable when you do this. The tailgating must be stopped and the 25 mph speed limit enforced, which its not.</p>	<p>Pedestrian crossings are fine, but we need more speed cameras and police presence to make the crossings safer. The traffic at 8am and 5pm is like the wild west, with no police present. Many kids walk to the schools and the drivers have little regard for their safety. Cameras are needed to keep our friends cutting through from MD and DC on better behavior.</p>	<p>Once more, DO NOT shrink Seminary Rd in any direction. Only look at King St which has been a disaster and road rage is very high. My bumper can attest. The bike lanes are not being utilized, as I have seen 2 bikes in 2 years. Look at restricting Taylor Run Access and limiting cut through traffic. Our children on bikes are in danger due to cut through traffic due to the angry drivers commuting. We live here and we pay the taxes! We are the ones who have chosen to call Alexandria home.</p>

<p>I will always vote for LPs; this gives a solid visual reminder to "drivers" that pedestrians should be awarded certain safety leads. When people can make hot rights, they take for granted they "own" the road(s) and that's one reason pedestrians get hit/killed in crosswalks, when they have the right of way and are crossing intersections legally. For intersections with high crash rates, install cameras as documentation what happened when a crash occurs.</p>	<p>I agree with all of the recommendations above, except where will the "westbound" bus stop be if all bus stops are consolidated on the sw corner? Isn't that location convenient for east or south bound busses only?</p>	<p>The Hybrid Plan makes no sense, as it in not in alignment with the City's Eco-City charter, T&ES, bike plan, or Complete Streets policies. The speed needs to come down, a "shy distance" of 5-6 feet of buffer space so people feel comfortable walking on a wide enough sidewalk (without utility poles in the middle of the sidewalk as they currently exist) and bike lanes. The sidewalk gap makes no sense, especially since there are city services; like a hospital, school, and library that can be walked to. We think Americans won't walk, these distances are too far; however for years I've watched the European lifeguards in the summer bike and walk to where they need to be for grocery shopping, work, and returning to home.</p>
<p>The recommendations above are needed for safer streets for pedestrians and cyclists but do not go far enough. Bike lanes are essential in this area. the sidewalks need to be finished so that people are not forced to walk along the road.</p>	<p>Yes the pedestrians crossings are essential in this part of Seminary for pedestrians to safely walk to bus stops and just walk their streets. Cars with two lanes to choose from can speed up thinking they have so much space and making it harder and harder to walk near and across the streets. The places mentioned for completing sidewalks are a necessity, since no sidewalk forces you to take the street and again unsafe for pedestrians.</p>	<p>Any kind of road diet that reduces speed of cars in the neighborhood will reduce accidents and make it safe for pedestrians.</p>

<p>The presentation on the staff's recommendation clearly states that they do not propose to improve bicycle safety/comfort. This is absolutely unacceptable when the city has the chance to make substantial improvements at low cost due to the general resurfacing. Sharrows are not safe for bicyclists who regularly have to deal with aggressive, dangerous cars and other vehicles. Please provide safe, accessible, separated bike infrastructure along Seminary Road. Do not prioritize accommodating increased vehicle volumes over adding alternatives to vehicle traffic.</p>		<p>The presentation on the staff's recommendation clearly states that they do not propose to improve bicycle safety/comfort. This is absolutely unacceptable when the city has the chance to make substantial improvements at low cost due to the general resurfacing. Sharrows are not safe for bicyclists who regularly have to deal with aggressive, dangerous cars and other vehicles. Please provide safe, accessible, separated bike infrastructure along Seminary Road. Do not prioritize accommodating increased vehicle volumes over adding alternatives to vehicle traffic.</p>
<p>I need • Bike lanes • Complete sidewalks • Safe pedestrian crossings • Easy access to bus stops • Road design that reduces speeding For a safer Seminary Road,</p>	<p>• Bike lanes • Complete sidewalks • Safe pedestrian crossings • Easy access to bus stops • Road design that reduces speeding For a safer Seminary Road,</p>	<p>Staff's proposed design provides no bike lanes and provides minimal improvements for people who walk and take the bus, and does not address excessive vehicle speeds. Transportation planners know that a properly-engineered road diet is the right solution for this section of Seminary Road. I agree, we need safer streets for the majority of people, who are not in cars. We need protected bike lanes and safe sidewalks for pedestrians NOW</p>
<p>Don't mess with Seminary 4 Lane street. It is fine as it is. You will make things worse with the proposed street diet.</p>	<p>That is ok.</p>	<p>Don't change the 4 lanes. Leave them alone.</p>

<p>I would like to see better and safer pedestrian and bicycle access along this area, and I don't see bicycle use considered in this area at all.</p>	<p>I support the original Option 3 from the city's original plan. It met the city's own Complete Streets and Vision Zero policies, which the current option does not. I think it is negligent for the city to adopt a plan that goes against its own stated policies and priorities. Keeping personal motor vehicles at the center of urban planning is short-sighted, biased toward those who choose personal vehicles and against those who choose to walk, bicycle, or use transit. I am not a member of a bicycling or pedestrian advocacy group. I am a citizen who wants my city to look to the future and not kowtow to pressure groups who insist on pushing the status quo that is in their own short-sighted interest. I know this sounds harsh, but the greater good will be served by looking forward to safe mixed use by all citizens and visitors.</p>	
<p>This is smoke and mirrors. Why isn't the city following the Complete Streets and Vision Zero policies and the Environmental Action Plan that we're put in place to make our roads safe. T&ES caved in to the car lobby for its 10 second delay. It's a real shame.</p>	<p>What is a high visibility marking? Paint? Cannot answer this without a clear explanation. Fear agreeing to something and then having T&ES pull a fast one on the safety advocates in the city.</p>	<p>The proposal from T&ES does not make Seminary Road any safer than it is today. It's lipstick on a pig.</p>
<p>We really need all the things listed below- Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>	<p>new pedestrian crossings will not help unless there are measures taken to mitigate speeding vehicles such as speed bumps, raised walkways, narrower road. It is a residential street, not a highway.</p>	<p>Please, please consider protected bike lanes and speed bumps.</p>
<p>It is good to have pedestrian crossings, but nothing is being done to reduce speeding, and very little to ease access to the bus stops. There is also absolutely nothing in the changes related to improving the safety of bicyclists.</p>	<p>I think the changes are positive. Perhaps consider flashing lights at the crosswalks so that drivers pay more attention</p>	<p>For me the important issues are: Bike lanes, Complete sidewalks, Safe pedestrian crossings, Easy access to bus stops, and Road design that reduces speeding. Of these only the crossings have been addressed.</p>

	<p>Pedestrian crossings need to be the most effective as possible for compliance and safety (e.g., HAWK).</p>	<p>Heading east from Howard to St Stephens should only be one lane. It begins with only 1 through lane, and the plan of expanding to two lanes from Howard to St Stephens and reducing back to one is a poor idea because it will introduce the opportunity to poor driving behavior with no realistic benefit.</p>
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All the changes you are proposing will do VERY little to make this area safer. Adding Fancy new Crosswalks are just a waste of Money if people WON'T use them. Have any of the traffic board members actually spent any time at the intersection of Seminary and Kenmore Av ? Between there and BRAC are where most of the accidents are on Seminary Road by your own data that you have shared online and in meetings.

<https://www.alexandriava.gov/uploadedFiles/traffic/info/6%20Seminary%20PM2%20Crashes%20Speeds%20Volumes.pdf> Why don't you actually address THIS area instead of the part of Seminary Rd that is safe. Guess the School, Fire Department, Mall and Hospital don't rank as high in your priority list as the Seminary, Synagoge, private school and handful of Million dollar homes where you looking at the lane reduction. Do these people & groups contribute more to political campaigns that the lower income people who live on Seminary Road where MOST of the accidents on that road occur ? Maybe THAT is the driving force of this entire issue. Oh, and has anyone looked at the JAYWALKING issue in that area ? I Haven't seen anyone from the traffic commission looking into that or any Alexandria police issuing tickets to the numerous Jaywalkers in that area. So your new fancy crosswalk won't do anything if people don't use it. How about a tall fence (similar to the one on Duke Street between the Library and Cameron station, but taller) ? Start at the ramp over I395 and end at Kenmore.

These like the ones at Kenmore and the Hospital WON'T get used. There is a HUGE Jaywalking problem on Seminary. Lived in Alexandria 25 years, have never heard of a single Jaywalking ticket being issued or any kind of enforcement at all.

The " Road diet" the city is proposing is a crazy waste of taxpayer dollars and a solution in search of a problem. I am an 18 year resident of the Seminary Road area (live in Seminary Valley and use Seminary Road everyday 4 - 6 times a day). I'm an engineer so I like to look at facts and data and when things don't add up, question why they don't add up. I Have attended meetings about the repaving and reconfigure of Seminary and it seems that most are against reducing the lanes and wasting 1.5 MILLION taxpayer dollars that we don't even have yet (quote from the Traffic Board presenter at the meeting) to build a sidewalk from Quaker Lane to Howard Street. The person from the Traffic Commission who did the presentation kept saying that this stretch of sidewalk is the #9 priority sidewalk project in the city. Why not use the money to fix sidewalk priority # 1- 8 before we get to #9 ? Lets look at the area and the people who would use that sidewalk. There are no stores, banks, Dr. Offices, Restaurants, Apartments, Condos, Parks or really ANYTHING to walk to in that area of Seminary Road. The little post office is closed so no need to walk there. The homes are mostly high dollar single family homes. The residents of those homes are mostly older Alexandrians. So will those residents use that 1.5 million dollar sidewalk to walk from the Quaker lane area to the Aldi at Kenmore to buy groceries then carry them home ? Um, NO ! Will they walk to the Hospital or medical building at Kenmore for medical treatment ?

FORCE pedestrians to use your fancy new crosswalk by leaving them no other options. Save lives and put our taxpayer dollars to good use. Crosswalks are only a good and successful investment if people use them. Also traffic at Howard and Seminary is going to be MAJORLY impacted. Evening rush traffic backs up 1/2 down Howard rd and takes 2 - 3 signals to get through the light. DON'T REMOVE THE SLIP LANE. NO NEED, few accidents in that area.

Most likely NOT. Just who does the city think will use that sidewalk? I mean I'm not against sidewalks, but to the city's own date there are 8 sidewalk projects that are rated higher than this one and I assume they might get more use. Why not spend the 1.5 Million Dollars (that we don't have) on those first. Now about the road diet (cutting Seminary Road to 3 lanes - 2 West Bound and 1 Eastbound (from Howard to almost Quaker Lane). First of all the City is 100 Percent LYING about the Howard to Quaker part of Seminary Road being dangerous. Actually that stretch or road is one of the SAFEST in the city. Look at your own data that you have shared. The area where almost ALL the accidents are is on WEST Seminary across I395 and the area near Kenmore. Use your heads folks - that's where BRAC, Southern Towers, The mall and the middle School are located. That's where there is the MOST Traffic, Most crosswalks, Most pedestrians, Most jaywalking and therefore the most accidents. Don't believe me. look at the data. There was a good article about this in the Alexandria Times recently. <https://alextimes.com/2019/04/my-view-joe-sestak-where-you-live-matters/> If the City's Vision Zero Plan is to fix the areas where there are the most accidents - why don't they actually fix the areas where the problems exist? Why is this tiny safe area of Seminary Road such a focus? They are trying to waste taxpayer dollars on a stretch of road and sidewalk where there isn't actually a problem. So my question is WHY? Why this obsession? Why not put

		<p>taxpayer dollars where the problems are ? Why not make drivers, pedestrians, bikers and kids at our school on Seminary safer and use the taxpayer dollars on West Seminary where the accidents are ? Is the Lobby (political donations) from the Seminary, Synagogue, Bike Groups or just affluent residents who live on that stretch of Seminary Road driving the desire to fix what isn't broken ? To conclude, ask yourself as a resident do you want millions of taxpayer dollars to fix a section of road that isn't broken or do you want it to actually be used to fix the areas of Seminary Road where the issues are ? Why this obsession over reducing one little safe section Of Seminary Road in light of all the problems on the West part of the road ? NONE of my neighbors who don;t follow the politics of this issue want this. Many of them are surprised to find out that the city is proposing doing this. I hear all kinds of talk from city hall about being open, honest, inclusive and all the other buzz words politicians use, then our officials do everything they can to exclude, misinform and outright lie (about the data). The City of Alexandria needs to a better job with communication about major issues.</p>
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<p>The ADTs for Seminary Road do not support any lane reductions on Seminary. Seminary is an arterial road and the goal of the City should be to keep cars on the arterials, slow the cars down, and then have the arterials flow efficiently so the cars stay off the local roads which are getting nailed with frustrated cut-through drivers. The ability of our children to walk, play, and bike safely on our local roads should be a higher priority than walking and biking along arterials. That said, I support the no right turn on red and dedicated right hand lane at Quaker/Seminary/Janneys. I worry, though, that frustrated cars will hold up the left lane by trying to shift over at the last minute. Perhaps this should include a barrier to ensure those in left lane must stay in that lane.</p>	<p>I support Hawk signals and improved pedestrian crossings.</p>	<p>The ADTs for Seminary Road do not support any lane reductions on Seminary -- particularly if the City holds to its commitment to address cut-through traffic on local roads in the region, which would create higher ADTs on Seminary (appropriately so given the roads arterial purpose). Alternative 4 as proposed by Seminary Hills is the best option to improve safety while maintaining the appropriate number of lanes for this arterial corridor.</p>
<p>Narrowing Seminary between St. Stephens road and Quaker Lane will create unnecessary bottlenecks and backups. This change will not increase traffic safety, but will frustrate drivers, eventually pushing them into residential streets in search of work arounds. Also, limiting the right lane to right on green only will contribute to the backups.</p>	<p>In general pedestrians should have enhanced crossings. At controlled intersections walk lights can initiate ahead of the green light to give pedestrians early access to the crosswalk ahead of turning cars.</p>	<p>The neighborhood associations met with City staff and worked through alternatives that preserved four lanes of traffic with improvements to crosswalks and sidewalks. During the community meeting we were presented with a staff recommendation that completely ignored the Associations. It's time to listen to the people who live in these neighborhoods as well as those who live adjacent to them and have to deal with the flow of traffic. The city staff must believe that narrowing lanes and restricting traffic will frustrate drivers and get them to use bikes and mass transit. That's not reality. Transit is inadequate to the task and biking is impractical for vast numbers of commuters. Please start listening to the majority of citizens.</p>

<p>The reduction of lanes and removal of no turn on red will only increase driving time and cause more cut through traffic. I need to get from my home in 22302 over to duke street via quaker on friday afternoons at 4pm for my daughter, it already takes 40 minutes to go 4 miles most days. Limiting lanes and through traffic in the area (Quaker/Seminary/Janneys) will result in increases to drivers being frustrated and blocking the box in intersections greating huge gridlock for all. This already happens with folks waiting round of the light to get through.</p>	<p>Pedestian crossings are fine at already existing lights and can be done without reducing travel lanes.</p>	
<p>We need dedicated bike lanes, pedestrian walking lanes to be much more visible</p>	<p>ADD MORE HIGHLY Visible pedestrian lanes</p>	
<p>Seminary Rd and Kenmore is a very dangerous crossing area. I believe that it should become a no turn on red crossroad as a number of vehicles DO NOT give right of way to pedestrians even when the walk signal is lit.</p>	<p>I think that eliminating a lane will only make the area more unsafe for pedestrians than it currently is. As a bus commuter, I would like to see a pedestrian crossing installed at the bus stop in front of the Bethel Synagogue for greater safety. Also, coordinating the traffic lights would help.</p>	
<p>I feel that Alternative Three will be the safest for pedestrians.</p>		
	<p>I am very much in favor of additional, safe, pedestrian crossings.</p>	<p>The initial Alternative 3 (One West Bound Lane, One East Bound Lane and a Center Lane for turning and pedestrian safety is still the best option. It will offer a more residential traffic flow pattern to a heavily residential area. It will enable cars and pedestrians a safe turning space onto side streets. I also favor expanding and protecting the sidewalks to encourage and enhance pedestrian traffic. I do not think this section of Seminary Road is good for bike traffic.</p>

	<p>I am in favor of anything that slows traffic and makes it safer for pedestrians. I prefer the original option called Alternative 3, but at a minimum support I encourage proposed median islands and cross walks.</p>	<p>Over 150 people live on the campus of Virginia Seminary. Many people cross Seminary Road without protection from fast moving traffic daily for bus transportation and to go to seminary buildings on the other side of the road. Safe crossing is essential. In addition, encouraging bike usage improves the whole community health and well being.</p>
<p>I support most of the changes proposed for west of North Howard. I am in favor of the transit signal priority for buses, even if it increases wait time for single vehicles on side streets.</p>	<p>I support the improved pedestrian crossings, but I would also like to see consideration for increased bicycle safety. I was in favor of the bike lanes proposed in "Alternative 3" that do not appear to be present in the staff recommendation.</p>	<p>I would prefer Alternative 3, with one lane in each direction, a center turn lane, and bike lanes on both sides. I would especially like to see this between Zabriskie and St. Stephen's Road.</p>
<p>Adding a protected left turn on Howard and Seminary seems like a good idea!</p>	<p>More pedestrian crossings are vital to the Seminary community and would go a long way towards bringing more folks to campus.</p>	<p>I still support option three. Safety has to be paramount.</p>
<p>Alternative 3 very much remains the safest and therefore my preferred alternative. The hybrid plan is dangerous for pedestrians and cyclists with little to no disruption in traffic flow.</p>	<p>Again, Alternative 3 is a safer solution than two west bound lanes. As the City staff noted on May 30, crossing two lanes of westbound traffic remains unsafe, should one lane of traffic stop for pedestrians and the other not. In addition, Alternative 3 makes the Seminary offerings--cafe and pub, coffee shop, library, etc--more accessible to the community and particularly to foot traffic. It enables a sense of community.</p>	<p>I worry that many citizen's concern for a very modest change in their commute may take precedent over protecting more vulnerable persons like pedestrians and those who have to cross Seminary Road to reach their place of employment at Virginia Theological Seminary. I hope that Alexandria will be a community that cares for its vulnerable.</p>
<p>While I appreciate the good sense of the city planners to create a hybrid model, I still strongly support plan 3 for the safety of those who would prefer not to drive in the neighborhood (thus cutting down on traffic).</p>	<p>I much prefer the design of plan 3.</p>	<p>Please re-consider plan 3. This is the strong choice of the VTS community -- a group that consists of @400 people who live on the 88 acres as well as the @150 people (including children at the Butterfly House nursery school) who commute to campus every day.</p>

<p>1) I am in favor of the crosswalks at the bus stops. My wife and I frequently take the bus to old town, the metro station, or use the crosswalk to go to the CSA at Beth El. 2) I am in favor of the dedicated middle turn lane (not currently in the plan) when we do drive, we feel like sitting ducks waiting in the left hand lane to turn into the seminary. 3) I am in favor of only one West Bound lane (the current proposal keeps two WB lanes which still allows the aggressive driver to control the road, not the prudent driver. I was driving today WB on Seminary from Quaker, and cars were passing me in the left lane, because I was going to slow even though I was going 5mph OVER the speed limit. Additionally, two lanes increases the risk factor for the crosswalks. 4) I am in favor of bike lanes on seminary. I do occasionally ride my bike here, but I opt for the sidewalk instead of the lane because of obvious safety risks. However, I was happy with this compromise. I will probably ride in the buffer zone if I have to ride on Seminary. I support bike lanes, less as a bike, but more so as a transit rider and walker: bike lanes also function as a buffer between the sidewalk and high speed car traffic. 5) I am in favor of sidewalk improvements all along the road on both sides. The sidewalks are in a shameful state of disrepair. 6) improved bus stop waiting areas.</p>	<p>I am in favor of them. I think they are an essential asset for the neighborhood residents, and the people who work and live at the seminary.</p>	<p>I was opposed to the current recommendation, but after the meeting last night, and getting answers during the open house from staff reps, I was pleased with the HAWK signals for the crosswalks. I think that is the most important improvement.</p>
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<p>Staff's proposed design provides no bike lanes and provides minimal improvements for people who walk and take the bus, and does not address excessive vehicle speeds. Transportation planners know that a properly-engineered road diet is the right solution for this section of Seminary Road.</p>	<p>Reject the car-centric staff proposal and tell Alexandria to reconfigure Seminary Road to reduce excessive vehicle speeds, provide bike lanes, and provide pedestrian refuge islands at bus stops. Ask for the best engineered option because it is the safest option.</p>	<p>For a safer Seminary Road we NEED: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>
<p>Make the road safer for cyclists.</p>	<p>ok</p>	<p>Please make the road safer for cyclists.</p>
<p>This portion looks fine. I like the bus signal changes.</p>	<p>I think the rest of the proposal is insane. I've never seen enough foot traffic along Seminary to necessitate removing a lane of traffic. If anything, this could cause more problems for pedestrians within the neighborhoods, where more drivers will try to cut through.</p>	<p>The city should do a 3 month trial of the road restriction with cones and barriers *during the school year*. I think the resulting data would support not making the proposed changes.</p>
<p>I think the proposed improvements fail to address safety for all users. The improvements on King Street between TC Williams and Janney's Lane should be used on Seminary Road. Opponents of those bike lanes feared worse traffic, and that has not been the case. The current proposal for Seminary Road fails pedestrians and bicyclist, and will make the area less attractive to potential homeowners.</p>		<p>This is a total failure to follow Complete Streets mandate.</p>
<p>As a bike commuter, where are the bike specific improvements? Bikes cannot go on a sidewalk, so we are stuck sharing the road with cars. Please prioritize bike lanes!</p>	<p>Please prioritize bike lanes</p>	<p>Please prioritize bike lanes</p>

The proposed changes are inadequate to address pedestrian and bicycle safety and do not move the City closer to addressing our Complete Streets policy. The Seminary Road corridor is heavily residential and provides a connector between these homes and numerous schools, businesses, parks, and other nodes of activity. The City must change the design of the road to reduce speeds, include bike lanes, complete sidewalks, and safe and accessible transit options and bus stops as part of this project in order to make Seminary a viable community corridor and not a dangerous, auto-centric highway.

While additional pedestrian crossings are welcome, the staff's recommendations are inadequate and do not address fundamental issues of pedestrian safety, walkability, and equitable access to transit options along the Seminary Road corridor.

The auto-centric proposal put forward by staff is completely at odds with the City's stated Environmental and Complete Streets policies, and squanders the once in a decade opportunity to reconfigure a major thoroughfare in Alexandria to better serve our community. I strongly urge staff to go back to the drawing board and provide a plan that addresses bicycle and pedestrian infrastructure, safety, and equitable access earnestly. The current proposal only pays lip service to these ideas and would not make Seminary a safe and functional part of the City.

I drive, walk, bike, and take transit in Alexandria. As a driver, I have never had to beg for safe travel conditions. I have never had to go to countless public meetings to make sure I had a safe space to drive. I have never had to write countless letters or fill out surveys to get 1 mile of roadway. My safety and dignity as a driver in Alexandria will never be compromised. None of that is true when I walk, bike, or ride transit in Alexandria. The privilege of drivers overwhelms every inch of our public space and makes anyone not surrounded by 2 tons of metal endlessly at risk and disenfranchised from our public space. It is the City's duty to ensure safe and equitable access to public space, to have the opportunity to travel safely and comfortably regardless of the travel mode we choose (or must) use. Alternative 3 – the Road Diet is the safest, most appropriate design for Seminary Road. Safety in public space should not be regulated by citizens' anecdotal feelings, it should be guided by data, evidence-based solutions, planning experts, and the City's own policies that promise a safe, healthy, and economically stable community. Alternative 3 delivers safety, access, and performance for ALL users. Despite the fears and skepticism of the vocal auto community, road diets over and over again prove (with data and evidence) that travel time improves and stabilizes and crashes diminish. The space allocated to walking and biking delivers safe space to those who must walk and bike and is critical for those who have the option to travel how they want, but fear

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walking and biking in the same space as drivers. The hybrid option, in the City's own words, is "unlikely to reduce crashes" and "queue lengths will remain the same" and "still allows for speeding". It unjustly and against the evidence favors speed and destructive travel by car over all else. The absence of separate space for biking is a system that, by design, puts people in danger. It is a bad choice for everyone, drivers, walkers, bikers, and the city. If Alexandria is going to be the kind of city its policies envision for the future, the city government needs to be willing to make choices that are good for the community and the future, even if they are politically uncomfortable. The city needs to be designing and implementing public space that is dignified and safe for everyone. The hybrid option will not bring safety. The hybrid design will continue to place bicyclists in a place where drivers can easily harm and abuse them, with no repercussions. Alternative 3 – the Road Diet is the safest, most appropriate design for Seminary Road. Please take the opportunity to make the right choice.

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Ok	I see nothing above identified as “east of north Howard Street” so I don’t know which crossings this question refers to	I oppose any recommendation to reduce the number of lanes on Seminary. I continue to support the original Alternative 4 which maintains four travel lanes for cars with no exceptions and with modifications to address pedestrian safety on this major artery. The traffic will still be there, it will just be even more congested if the number of lanes is reduced.
•Maintain two lanes in each direction	•Maintain two lanes in each direction	•Maintain two lanes in each direction
•Maintain two lanes in each direction	•Maintain two lanes in each direction	•Maintain two lanes in each direction
•Maintain two lanes in each direction	•Maintain two lanes in each direction	•Maintain two lanes in each direction
•Maintain two lanes in each direction	•Maintain two lanes in each direction between	•Maintain two lanes in each direction between
These improvements make sense for safety and leave the road as 2 lanes in each direction		This does not make sense -•Remove one eastbound lane between St. Stephens Rd and Zabriskie Dr (Emmanuel Church on the Hill) • There is enough room to put in sidewalk and leave the lanes as is. the lanes are oversized
1. Provide a signal AS SOON AS POSSIBLE to meter traffic and provide a safe pedestrian crossing at Kenmore and Seminary. Make this a NEAR-TERM project. 2. Provide 15 MPH SCHOOL SPEED LIMITS near Hammond Middle School. It is overdue! 3. REMOVE OBSTRUCTIONS (telephone pole, wires and fire hydrant) east of Firehouse 206 now, i.e. IN THE NEAR TERM.	Reduce the number of vehicle lanes and install pedestrian refuge islands and signals AS PROPOSED IN ALTERNATIVE #3, so we only cross one lane at a time	The staff Hybrid alternative is UNACCEPTABLE. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. IMPLEMENT ALTERNATIVE 3 to reduce excessive vehicle speeds, with center left-turn lanes, pedestrian refuge islands, 5 to 6 ft of buffer space, and BUFFERED BIKE LANES (a TOP TEN priority, #9 of 96). FILL THE SIDEWALK GAP (Also a TOP TEN priority, #9 of 43).
Keep four lanes. Put more police officers in post office parking lot to nab speeders. There is no need to reduce the number of lanes. This is quite a silly debate once you step back from it. There are greater problems in Alexandria. The biggest problem on Seminary is the potholes. Please repave and keep four lanes.	pedestrian crossing is fine as long as there is enforcement.	Keep as four lane. Don't be slave to old plans that don't impact for growth in city, closing of Macarthur, growth in BRAC, VDOT 395 construction..... Stick to four lanes.

Request more bike lanes	More pedestrian walks the better	
HORRIBLY INSUFFICIENT. Traffic must be calmed, bikes must be given safe accommodations. This does neither.	These are literally the only worthwhile thing in the "hybrid" plan.	
Need more safe streets - bike lanes, Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding	Need more safe streets - bike lanes, Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding	Need more safe streets - bike lanes, Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding
I disagree with staff's proposal. I think Seminary Road needs bike lanes, pedestrian improvements, and easier access to bus transit.	Staff is wrong. Staff is proposing a status quo that induces (encourages) the use of autos.	This portion of Seminary Road needs bike lanes, complete sidewalks, safe pedestrian crossings, easy access to bus stops, and a road design that reduces speeding.
		I do not understand why none of this documentation mentions the use of Patrick Henry as a swing space since that decision has been finalized. Douglas MacArthur families traveling to Patrick Henry beginning in 2020 is going to have a huge impact on this travel corridor for at least 4 years and needed to be discussed as part of the equation.
I don't think the traffic lanes should be reduced from the existing four lanes. Seminary Road is not a road for Bicycles. There are other options.	i think improvements should be limited to high visibility markings.	I strongly believe traffic problems in Alexandria and other communities can be attributed to phone apps such as Waze that suggest travel options to commuters which seem to encourage them to leave major roads for smaller roads. I use these apps myself and think they are good tools, but often the benefit is only a minute or two of savings and can be confusing to the user as well. If there is some way to work a solution with the application providers, it would benefit a lot of communities, not just ours.

<p>Alternative 3 yield the most improvements, and scores highest on the hardest-to-implement factors: improved safety for pedestrians and other non-car users.</p>	<p>Alternative 3 has better safety infrastructure for all alexandrians. It has the highest delivery of the kind of long term infrastructure Alexandria needs. This overall project will be a 50 year investment that cannot be undone easily. Alternative 3 best serves not only today, but the Alexandria we want to live in 5, 10, 25, 50 years from now.</p>	<p>What is the point of scoring the project alternatives when the only metric you're deciding on ("drivers may yell at us if we choose the safest design") is a secret, unscored metric? Just follow the numbers, folks. Alternative 3 scored the highest on the metrics that matter ("fewer people will be injured or killed"). Let's not make this choice based on some sort of popularity contest instead of what's actually protective to citizens.</p>
		<p>I would like staff to implement a "four-to-three road diet" configuration that would reduce excessive vehicle speeds, provide a 6 ft buffer space for people who walk, provide bike lanes and also fill the sidewalk gap (#9 of 43 sidewalk priorities in Alexandria). These benefits can be provided with no more than about a ten-second delay in the peak 15-minutes of the morning rush hour, and no measurable impact to the evening rush hour.</p>
<p>These proposed changes don't seem to align with, and in fact seem to be in direct opposition to, several of the City's policies and guidelines, including Complete Streets, Vision Zero, and the Environmental Action Plan. It seems pretty clear that a center turn lane would work well on this stretch of road, and all of the information that I've seen from emergency services says that they actually prefer the center turn lane since it gives them a more predictable way to get through traffic.</p>	<p>I'm concerned that the new pedestrian sidewalks are (per the presentation on the website) going to be protected with those flimsy bollards that don't actually provide any protection, or ugly jersey walls. An actual sidewalk would be so much nicer. Please also ensure that these new crossings are not only ADA compliant but go beyond the bare minimum to be more accessible overall.</p>	<p>I'm very concerned that the staff proposal does nothing to improve speeding (per the chart posted on the website). That's a big concern since cars regularly speed down Seminary and we all know how much more deadly a 35 mph crash is than a 25 mph crash. I would really have hoped to see staff implement an option that reduces speeding to adhere to the ideas and principles of Vision Zero.</p>
<p>I agree with the staff recommendation.</p>	<p>I agree with the staff recommendation.</p>	<p>I agree with the staff recommendation. Thank you for all of the hard work.</p>

Make it safe for pedestrians and bicycles	Make it so	
Looks good	Looks good	Thank you, staff
The improvements are far too car-centric. There is no provision for bike lanes at all. There needs to be more focus on complete sidewalks, safe pedestrian crossings, easy access to bus stops, and road design that reduces speeding and allows more safety for bikes and pedestrians. The proposal is not at all in line with the City of Alexandria's Stated commitment to an Environmental Policy that: "puts people first by implementing transportation projects with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, and private motor vehicles."	Not enough.	Please include safe bike lanes in the final design.
Alternative 3 answers all the questions with regards to vehicles/people and safety. Please implement alternative 3		Please implement alternative 3. Why would you implement a change that is not the safest for all? Basing the change on public opinion is interesting but not logical.
I see no bike lanes.	Generally good	Add bike lanes.

<p>Leave all four lanes as they are. Only addition should be an additional dedicated turn lane onto Howard so hospital traffic can keep moving right on emergencies and all east bound thru traffic does not have to merge left to do so. Keep visual pollution to a minimum. More paint makes things more confusing!</p>	<p>Leave the roads as they are. Just repave and keep the paint to a minimum. You are spending an inordinate amount of money for a very few persons who ever would use such a cross walk. The existing cross walks at Quaker and St. Stephens are mostly adequate 99% of the time. They can handle the bus stop traffic and neighborhood use can easily find those locations. With no study that has determined any demand for other cross walks by day or time, the extravagant cost of installation and upkeep is not warranted. It is time to show some restraint in spending the taxpayers money, and yes, grants are made with tax payer money.</p>	<p>You were provided a well thought out alternative #4 which was rejected by staff. And this alternative probably showed the most common sense. It makes many working on the project in good faith start to wonder if you are serious about our input, or is this just so you can say you heard from the residents. It seems that everyone is right -- the city will just do what they want to do. Is that your legacy?</p>
<p>The intersections west of Howard St definitely need improvement for pedestrian safety. With the school, shopping center, and multi-family residences in this area, pedestrians need more protections.</p>	<p>I don't understand the removal of travel lanes in the area from St. Stephens to Zabriski. This is crying out for a bottle neck during evening rush (I only use this thruway during evening rush and off-hours, not morning, so have no comment during that time). I do appreciate the use of the left lane for thru lanes as well as left turn at Quaker. At least in the evening, I have frequently questioned why that hasn't been the case already because of the small amount of left turners in the evening.</p>	<p>The timing of the lights the entire length of Seminary is problematic. When I first moved to the City of Alexandria, Seminary Road was one of those places that you just didn't speed. It monitored enough by police that you never knew when you might be tagged by radar. Today, I haven't seen a speed trap on Seminary in several years. So, speeds have increased. Rather than creating bottle-necks, why not enforce the laws that are already in place?</p>
<p>Not enough. To make this road safer and to actually reduce traffic speeds, it needs to be narrower, fewer lanes, pedestrian refuge islands, bike lanes, along with the high vis crossing support already described.</p>		<p>Needs bike lanes. Needs fewer car lanes. Needs narrower lanes. Redistribute space to both peds and bikes throughout this corridor.</p>

<p>Please see general comments in #8 below</p>	<p>Please see general comments in #8 below</p>	<p>As a member of the BSVCA, I endorsed a 'fourth option' proposed by the Seminary Hills Civic Association. This option recommends making crosswalk and sidewalk improvements, narrowing the traffic lanes, and increasing enforcement of speed limits, but maintains four traffic lanes along Seminary Road. I strongly recommend that the City Council give serious consideration to this and any other options put forward by Alexandria residents most directly impacted by usage of Seminary Road.</p>
<p>The city needs to take this opportunity to re-design the street for all users, not just cars. Cities that keep a car focus are increasingly left behind for cities that modernize.</p>	<p>The proposed design has no bike lanes and few improvements for people who walk and take the bus. We should be encouraging these road users, not private car drivers, for reasons of environment, health, and community.</p>	<p>The proposed plans are extremely disappointing, a step in the wrong direction, and a missed opportunity to improve the community.</p>
<p>The city needs to take this opportunity to add bike lanes to seminary road and narrow the road to promote safer driving.</p>	<p>New pedestrian crossings are great, but the city should also make sure that sidewalks on Seminary are complete (i.e., always on both sides of the road, with appropriate and frequent crossings).</p>	<p>To achieve Vision Zero, the city needs to prioritize biking, walking, and buses, rather than people driving their own cars. The Seminary Road redesign is an opportunity to do that, but the city seems to be missing the opportunity. Please reconsider.</p>
<p>I truly hope Seminary becomes more walkable and rideable. I don't feel safe walking my son along the road with the current design and crossing Seminary Road is very dangerous currently.</p>	<p>I support these. I see many people darting across Seminary to get to the bus stops and when I have to cross I also get very nervous.</p>	
<p>Proposals to reduce total number of Vehicle lanes should be discarded.</p>	<p>Proposals to reduce total number of Vehicle lanes should be discarded</p>	<p>Proposals to reduce total number of Vehicle lanes should be discarded</p>

<p>I feel that the "Alternative 3" from your staff recommendations is the most appropriate option for this road. I ride tandem bicycles with the blind in this area, and the current configuration is hazardous and extremely pedestrian and bicycle unfriendly. Even with an additional crossing, this busy 4-lane road effectively divides the neighborhoods. The proposed solution will not significantly improve the safety of this street for pedestrians, and will not in any way make it more accessible to bicycles.</p>	<p>St Stephens to North Quaker is more than half of a mile (980 yards). Even with two new pedestrian crossings, it will still be more than 300 yards between crossings. It is unreasonable to think that people will walk this far to cross the street. Are there studies which show how far people are willing to walk to get to a designated crossing?</p>	
<p>These are not 'improvements', except for drivers. By your own analysis, this does nothing for pedestrians or cyclists.</p>	<p>You aren't adding very much at all, mostly somewhat enhancing existing provisions. The benefits are negligible given that you are not proposing adequate continuous sidewalks along both sides of the street, and you are doing nothing to reduce vehicle speeds, which are the dominant cause of pedestrian and cyclist injuries.</p>	<p>I cycle to work in Alexandria every day. I don't want to, but you incentivized my employer to relocate there. This would be part of my route but it is too dangerous, even by Alexandria's dismal standards. It is absolutely clear from the outcome of this exercise that you have no interest in creating a safe, pedestrian and cyclist-friendly environment. At least we now know where you really stand on 'Vision Zero'.</p>
<p>When repaving please reconsider a road diet on Seminary Road. National research shows it will improve safety for all users, reduce speeds and still move vehicles. If the City wants to encourage bicycling that will not happen unless a dedicated bike lane is provided. VDOT and others have found that if a bicycle improvement is built it will be used.</p>		<p>Complete streets require safe facilities for bicycles. A road diet would accomplish this at a low cost with paint and community education. The proposed changes on Seminary Road fail to address the needs of bicyclists and they should be reconsidered.</p>

<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>		
<p>Retain right turn on red at all traffic lights - to eliminate that option will significantly impede the traffic flow at all intersections. I enter Seminary Road from Picket Street. There are rarely any pedestrians (except when school is opening or closing) and eliminating that right turn on red option would slow travel times unnecessarily at all other times. Maintain the slip lane to turn right from southbound Howard onto westbound Seminary - same reason as above.</p>	<p>The two proposed new crossings at the seminary would be fine as long as they are governed by HAWK-style on-demand stop signals to allow pedestrians to completely cross the street safely, as is the case in Arlington on George Mason Drive. That eliminates the need to narrow the lanes and provide pedestrian islands. MAINTIAN FOUR LANES ON ALL OF SEMINARY ROAD. Do not change the current traffic and pedestrian cycles or the turn lanes and controls at Seminary and Quaker Lane, except to change the eastbound Seminary Road lanes to a right turn only lane with the left lane for through and left turns. But that change ONLY works with a protected left turn signal. Change the left turn signal timing to be at the end of the light cycle instead of the beginning, as is the case on westbound King Street at Callahan.</p>	<p>MAINTAIN FOUR LANES ON ALL OF SEMINARY ROAD. The Seminary Hill Association's Option 4 is a reasonable solution to slow traffic. The other necessary solution is to increase speed enforcement. The City's FY 2019 budget added seven (7) new police officers to aide in enforcement. Those positions should be filled by now (almost a year later), but I have not seen any increase in enforcement along Seminary Road. Enforcement is the surest way to get driver's attention and to slow traffic to the posted speed limit. Enforcement is needed on all of Seminary, but especially on the stretch from Library Lane to North Jordan.</p>

<p>No turn on red delays traffic, waste gas and is bad for the environment. Place on demand, all stop walk signal to improve safety for pedestrians. Keep the slip lane from southbound Howard onto westbound Seminary Road and create an on-campus bus stop for the hospital allowing buses to stop at the hospital allowing staff and passengers to disembark safely. Why develop and propose a plan when Dash/Metro bus systems have not completed their plans?</p>	<p>Installing better crosswalk markings with high visibility photo luminescent striping and adding an on demand “all traffic stop” crosswalks would provide the safest crossing for pedestrians without delaying traffic 24 hours a day and wasting gas by installing no turn on red.</p>	<p>I use Seminary Road multiple times per day. The locations where there is a high risk of injury due to people jaywalking is at Kenmore and Seminary and Howard and Seminary. Your staff report says that Kenmore and Seminary is a highest risk. Why not focus on that very real problem first and not focus non-existing problems? If Kenmore and Seminary is a high-risk, why place it at the bottom of the list for action to be taken to correct the problem? The issue of jaywalkers at the hospital can be addressed as stated above by creating an on campus bus stop at the hospital to allow hospital staff and passengers to disembark safely. If metro reroutes 28A down Howard Street, it will be going in the correct direction and with the reduction of Dash service, moving the Dash stop east of Howard Street on Seminary Road would provide that pedestrian safety without removing the slip lane and delaying traffic.</p>
<p>I am unclear if these improvements include changes to make it more accessible to pedestrians (and people on bikes -- I like to run errands on my bike but Seminary is scary). If not, please add at least a servicable sidewalk for safety.</p>	<p>Pedestrian crossings are essential for Seminary. It is very difficult to walk there, to the extent that I have driven instead of walking because of stress involved in walking there.</p>	<p>Please emphasize sidewalks and bike lanes/shoulders. I mainly drive on Seminary Road to get to the library, businesses (yay Aldi!), etc., but would definitely bike if I felt it was safe. Thanks!</p>
<p>Synchronize the traffic lights; have bus passengers at NOVA use the cross walk</p>	<p>They are ok if not through off taffic light synchronization</p>	<p>1. Must have a turn right on red at Seminary and Quaker. Key! 2. Do NOT change from present four lane Seminary Road from Quaker to North Howard. Not needed, not necessary, and a problem</p>
		<p>Please implement Alternative 3 for the safety and well being of everyone.</p>

<p>Implement improved crosswalks, LPI's, no right turn on red, and signalized crosswalk at Kenmore.</p>	<p>Pedestrian refuge islands would add to safety on those crosswalks, and not having to cross two lanes in each direction.</p>	<p>I support Option 3, which adds a center turn lane for safety and convenience, adds full buffers to the sidewalks, pedestrian refuges, and links in the bike network.</p>
<p>I like the changes proposed for this segment of Seminary. One pedestrian safety item is missing. People are crossing Seminary from the apartment buildings across from Kenmore. There used to be a fence to prevent people from crossing in mid-street. I would like to see a nice pedestrian barrier to prevent this such as the type they use in Arlington on Fairfax Drive near the IHop.</p>	<p>I like these proposed changes.</p>	<p>There will need to be enforcement for the first few weeks to ensure that people don't use turn lanes to get ahead of cars in the straight lanes. This happens a lot now by Braddock and King Street most any time of the day. It would help traffic if the bus stops cut into the side so when they pick up passengers they are not in a regular and stopping traffic flow. Thank you staff for all your work!</p>
<p>We live on Quaker Ln. We see the affects of the traffic back ups EVERY DAY. It affects us every day, every time we leave our home. The cities inability to effectively manage a quicker flow of traffic through the area is a travesty. If you cannot reduce the volume, you MUST maintain or even increase the flow.</p>	<p>Maintain a MINIMUM TWO LANES of traffic in BOTH directions on Seminary Rd.</p>	<p>If you do not create a quicker flow for traffic onto Telegraph Rd from Duke St East, you are not solving for the root of the traffic problems.</p>
<p>This alternative is unacceptable. It is not consistent with City Transportation policies. It does not provide bike lanes</p>		
<p>Pick one concept. Have two different road configurations in such a short stretch of road will lead to driver confusion and may result in more accidents.</p>	<p>More and safer pedestrian crossings are a good thing.</p>	<p>Seems like the staff is trying to satisfy all parties with a solution that satisfies none completely. Take a leadership role and make a decision that is consistent with the master plan.</p>
<p>Please leave all of Seminary Rd 4 lanes all the way through!!! You can narrow the lanes and do things to make crosswalks safer, time signals better, etc. but LEAVE it ALL 4 LANES!</p>	<p>Too many! But any should be on call tomorrow only!</p>	<p>Leave 4 lanes all the way through!!!!</p>
		<p>Keep it the way it is now, and PAVE it!!!!</p>

<p>Please RE-PAVE Seminary Road the way it is!!! No changes!!!! Do it soon!!</p>	<p>No changes to current Seminary Road!!! Just re-pave!!!</p>	<p>No changes to Seminary Road. Just re-pave!!</p>
<p>see attached letter, or sent separately if no attachments may be made with this survey</p>	<p>Only one necessary b/t St Stephens and Quaker; mid-block is much safer than at the intersections. Timing should allow crossing of full street without an island.</p>	<p>Simply pave the road, add two new crosswalks, do not change the turn lanes at Quaker, await further factors before redesigning the roadway (Transurban, Seminary, et al)</p>
<p>No objection</p>	<p>Agree</p>	<p>I oppose the changes for the intersection with Quaker Lane.</p>
		<p>I live near Seminary Road and travel on it frequently. I strongly oppose reducing the number of lanes on Seminary Road and altering the signal pattern at the intersection with Quaker Lane.</p>
<p>Leave Seminary Road as it is, 4 lanes! If it ain't broke don't fix it!!!</p>	<p>Those crosswalks don't make any sense at all!</p>	<p>Leave Seminary Road as it is, if pedestrians and bicyclists obey traffic laws the streets will be safe for everyone!</p>
<p>Leave Seminary Rd the way it is.</p>	<p>Leave Seminary Rd the way it is.</p>	<p>There are too many people in Alexandria that are older and willnot/cannot use bikes. They drive. They also pay the taxes. You need to be looking out for them. Use eminent domain to put sidewalks at the bottom of Seminary to solve the issue that the sidewalks are not there for pedestrians and cyclist.</p>

We are original owners of 47 years of a pulte home on Fort Worth Avenue . 47 years ago horses grazed on corner of north Howard & seminary road. The city (mayor , city council & boards) allowed & promoted enormous growth!! Starting at the foot , Quaker lane & seminary road , episcopal high school , Beth El temple, st Stephens school , alexandria hospital , fire station , middle school, very large professional high rise building , library, hotels , homes , apt complex , shopping center & enormous BRAC building!!!! This seminary road is primarily a commercial road with nice housing neighbors . The city of Alexandria allowed & encouraged this huge development!! West ends brings huge revenue into city!! You absolutely should not deny all the people who live & work on & within this seminary road access to the road that takes us to & from our homes , schools & work on a daily basis ! It is WRONG WRONG WRONG!! You made it now you must sustain it !! You must also understand & accept responsibility for emergency vehicles, ambulances to go & come to & from large expanded Alex hospital & fire engines that need to travel seminary road!! This is what exists!! This road is a very very safe road . It is even a considerate road with drivers moving quickly to the rt to allow emergency vehicles to pass!! 4 LANES ARE BARELY ENOUGH!! IEAVE 4 LANES!!! Our neighborhood overwhelmingly supports this !! Bunny Chapman

I support the changes to improve pedestrian safety. I am slightly concerned about the possible signal changes at Seminary & Kenmore. The current separate pedestrian only signal cycle seems to work fairly well. If a different pedestrian signal cycle is adopted, it should be able to be adjusted to recognize that most pedestrian crossings are during morning & afternoon rush hours and during school opening & dismissal times. Having an always-on pedestrian cycle during weekends, nights, over the summer etc. when pedestrian traffic is much much lighter would have an unnecessary and undesirable negative affect on vehicular traffic on Seminary in both directions (westbound in AM rush, eastbound in PS rush). One other issue not addressed yet is that prior changes are causing PM rush hour eastbound Seminary Road traffic to back up all the way to the traffic signals at the grade-level intersection with the offramp from Northbound 395.

I have no objections to the pedestrian crossing improvements AT INTERSECTIONS. However, the proposals regarding one eastbound travel lane from St. Stephens to Zabriskie and the eastbound lane changes at Quaker Lane introduce new problems that the city does not seem to have thought through -some of which are self-defeating. As residents of the immediate area pointed out in the 5/30 meeting, the one eastbound travel lane will cause morning eastbound traffic to back up well past Zabriskie and the church. This will defeat the intended improvement of changing the dedicated lanes at Quaker Lane once the road resumes 2 lanes. Creating a dedicated eastbound-to-southbound right-turn-only lane becomes useless because of the proposed no-right-turn-on red sign for that traffic. And the eastbound backups will become worse by changing to a combined left-turn/straight ahead dedicated lane. Cars wanting to turn right onto southbound Quaker will have to stop for the red light. Cars wanting to continue eastbound beyond Quaker will be stuck behind cars wanting to turn left, which will thus prevent cars wanting to turn right from getting out of their way. In short, you can't do both; either eliminate the proposed no-right-turn-on-red or else leave the existing lane markings as is (with a dedicated left turn lane onto northbound Quaker). Regarding the lack of a sidewalk on the north side of Seminary Road: the current sidewalk ends near the former location of the post office. This is all property owned by

I appreciate that staff have listened to some of the concerns expressed by West End residents about the original 3 alternatives. The recommendations certainly reflect an effort to find a middle-ground solution. I also appreciate that the city realizes most any recommendation here will get appealed to the City Council, and thus will automatically give City Council the final decision. The hybrid recommendations avoid some of the severe problems that Options 2 and 3 would cause. However, the hybrid-of-options-1-and-2 still induces problems which are unacceptable to the West End neighborhoods and drivers on Seminary Road. It is inexplicable why the city would move forward with permanent changes to Seminary Road at this time, when by the city's own admission it has no idea what impacts the MacArthur/Patrick Henry Swing Space plans will have over the next 4-5 years. In addition, the new proposal for the Quaker/Seminary intersection introduces new problems, some of which are self-defeating. I strongly urge TES, the Transportation & Parking Board and the City Council to make no commitments at this time to permanent changes beyond the lane narrowing, pedestrian crossing and light timing changes. The city and ACPS at the least need to complete the traffic studies on the MacArthur/Henry School Swing Space plan. Simply repaving the street now does not foreclose any of the proposed future changes to roadway alignments to provide for a sidewalk. The city has also not addressed one of the process deficiencies raised by West End

Virginia Theological Seminary - the largest & I imagine the richest non-public landowner in the city. Why is VTS unwilling to provide an easement to put in a sidewalk on their property on their side of the street FOR THE BENEFIT OF THEIR RESIDENTS AND EMPLOYEES? (Have they even been approached?) There is admittedly one short stretch where the retaining wall and houses backing right up against the street are still an obstacle to a sidewalk. But couldn't the sidewalk be routed around the front of those houses? Or couldn't the VTS donate the easement right-of-way and move the retaining wall to put a sidewalk right next to the curb for that short stretch? It seems like either of those options would be no more costly than the proposal to eliminate traffic lanes. City staff estimated the cost of a sidewalk/bicycle access space along that stretch of Seminary Road to cost up to \$1.5 million, depending on what option might be chosen. One of the temporary sidewalk/bike lane options shown would be simply to repaint the traffic lane markings between St. Stephens & Zabriskie, and put Jersey Barriers up between the westbound travel lanes and the pedestrian access. It is not necessary to commit to expensive road construction work to accomplish that. Moreover, going ahead and just repaving Seminary Road as is, without other proposed changes, would not in any way foreclose the future option of putting up Jersey Barriers, and would keep other options open for the future. The city should not commit to any permanent travel lane changes at this time.

residents: that the input process does not differentiate between the concerns of residents actually affected by the changes vs. residents elsewhere in the city who are barely affected vs. outside advocacy groups. I hope city staff and elected officials noticed the snickers when TES Director Lambert talked about "the Alexandria Way". City residents do not think the city actually pays any attention to resident input. Here you have an opportunity to prove that you actually do listen and respond to residents' wishes. As I have said before: Just because the city needs to spend roughly \$700,000 to repave Seminary Road is insufficient justification to spend several millions more on short-sighted, inadequately-studies permanent changes.

<p>1. Sidewalk repairs to be ADA compliant. 2. Metered speed signs in both directions. 3. HUGE 25mph sign installed at the east bound end of the overpass. 4. 15mph school zone limit in front of Hammond. 5. Island in front of Hammond removed and appropriate turning lane markings painted on the roadway. 6. High visibility crosswalks painted at N. Pickett, N. Jordan and N. Howard St. 7. Pedestrian crossing button to cross N. Jordan St. 8. Right turn only lane going east to N. Jordan St. from N. Pickett St. 9. Right turn only lane going east from N. Jordan to N. Howard St. 10. Traffic lights at the east off ramp from I-395/overpass/Kenmore Ave. Long term project. 11. Lanes narrowed to allow for buffer along sidewalks. 12. Better lighting. At night it is very dark for pedestrians, bikers, and drivers. 13. No Right Turn on Red at Howard and at Jordan. 14. New traffic signal poles at Howard, Jordan and Pickett 15. Left turn at Library Lane should be a protected left turn. 16. Bus stops moved to Howard street on both sides of Seminary. What does consolidated mean? 17. What are the dates for this work to take place?</p>	<p>From N. Howard to Quaker Lane I request the following safety improvements. Alternative 3 I should only have to cross one traffic lane going east and one lane going west. This is the safest way to cross. Pedestrian refuge islands at the bus stops Center left-turn lane Buffer space to protect people on sidewalks from traffic Bike lanes Fill the sidewalk gap Reduce excessive vehicle speeds Reduce lane width There should only be one lane going east from Howard.</p>	<p>There needs to be much more discussion about what improvements will happen west of N. Howard. What does this mean? - 'Consolidate bus stops on the southwest corner of the intersection'?? The entire project decision should be determined by experts in the field. FHWA & VDOT research should be the basis for a decision not how many people on either side of the issue turn up for meetings and scream and holler. Hybrids are not a solution. The proposed solution is not a solution. The staff recommended alternative compromises safety and is unacceptable. All data directs staff to select Alternative 3. Reducing the east bound lanes to one lane at St. Stephens is asking for heartache. There needs to be only one lane east bound the entire length of Seminary Rd. from Howard to Quaker. New traffic signal poles need to be installed at Howard, Jordan and Pickett during this project. 'Consolidate' the tear up at one time.</p>
<p>The narrow sidewalk just east of Fire station #206 on Seminary Road is obstructed. Please move the telephone poles, wires and fire hydrant out of the sidewalk to make this sidewalk ADA accessible.</p>	<p>I strongly prefer crossing one lane of traffic at a time, not four. Please install pedestrian refuge islands and crosswalks as shown in Alternative 3 .</p>	<p>The staff recommended alternative compromises safety and is unacceptable. Please implement Alternative 3 with center left-turn lanes, pedestrian refuge islands and buffer space/bike lanes, and also fill the sidewalk gap on the north side of Seminary Road.</p>

<p>I drive these routes frequently. Without right on red at Pickett and Jordan, traffic would back up all the way to the exit ramp off 395. Please do NOT eliminate these right on red turns. In addition, I have never noticed in many years of driving and walking in the neighborhood, a lack of pedestrian safety at these intersections. If anything, the right turn on red coming up Jordan onto Seminary needs clearer views of pedestrians at the eastern corner (land is somewhat elevated, with obscuring shrubbery). THAT crossing across Jordan needs more attention than the right on red on Seminary to Jordan.</p>	<p>Please consider Zebra/3D painted crosswalks rather than the current style of high-vis crosswalk. They appear visually raised and could really help alert drivers. Consider also blinking lights at pedestrian crossings.</p>	<p>Be circumspect in your interventions and consider unintended consequences of lane reconfigurations. For example, the speed bumps that have been installed on N. Jordan only seem to increase unsafe driver behavior (crossing double yellow line to avoid bumps).</p>
		<p>General preferences: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding For a safer Seminary Road,</p>
<p>Approve.</p>	<p>I approve all staff attempts to give people safe places to cross Seminary Road.</p>	<p>Better and improved sidewalks are appreciated. Bike lanes would help, too. Pedestrian crossings are a must!</p>
<p>Do NOT remove the lanes. This will back up traffic even more than it is and back up side streets as people start to cut through. I teach during the summer at St. Stevens St. Agnes and Seminary road backs up past Hammond. Parents who have to pick up students at 3:50 already face horrible traffic and it's hard for us teachers to leave as well.</p>	<p>Pedestrian crossings are fine.</p>	<p>Please listen to the people who live and work along the road and not the bike lobby, which is largely pushed by out of town special interest groups who will never use these roads.</p>
<p>This new "hybrid" proposal is wholly inadequate. Council-approved policies (Complete Streets, Vision Zero) and engineering best practices demand better, like Alternative 3 with its use of bike lanes to improve multimodal</p>	<p>As a roadway user (driving and biking between Hammond and Rosemont) I'm not well qualified to judge these changes.</p>	<p>Please find the courage to promote a plan that applies best practices to implement Vision Zero to better serve all residents. Eight seconds is not too much to ask of those of us who drive this roadway. Thank you.</p>

<p>support, calm traffic, and improve pedestrian safety.</p>		
<p>Concur with proposed changes.</p>	<p>Strongly agree with additional pedestrian crossings.</p>	<p>Strongly agree with all elements of staff-recommended design changes for Seminary Road. We are parents of young children, I am a bike commuter and we walk in the area extensively. Seminary Road has improved since the speed limit reduction from 35 to 25, but without regular enforcement, remains a corridor that is unfriendly to both pedestrians and cyclists due to regular speeding and lack of safe pedestrian crossings. If all vehicle traffic consistently obeyed the 25 mph speed limit, we probably wouldn't be having this much of a debate. If the city implements the staff recommendations, our family would probably make regular use of the bike lanes for rides to Old Town and Bradlee Shopping Center, and I would make use of it on a daily basis for my bike commute to downtown DC. Walking along and crossing Seminary Road would be an improved experience, both from a safety and enjoyment perspective. Also, our kids are very active in sports and activities, and require frequent transportation by car, so we are both frequent drivers of the corridor - usually several times per day.</p>

<p>Pedestrians constantly jaywalk and cross against red in this stretch of Seminary, so I endorse all efforts to improve pedestrian safety here. I have witnessed the positive effects of LPI's to improve pedestrian safety elsewhere and I endorse those efforts. I do hope, however, that any improvements here will not reduce the efficient flow of traffic in this area — the MAIN goal in any of these proposals should be the efficient movement of cars and trucks through this corridor.</p>	<p>I am opposed to adding crosswalks to this stretch of Seminary Road. First, pedestrians already have safe crosswalks at the St. Stephens interesection and the Quaker Lane intersection. Second, to the extent these additional crossings require a reduction in the number of lanes on Seminary, I oppose such changes. Third, I believe the crossings will mar what is a beautiful through street — aesthetically I am opposed to additional crosswalks that will be used infrequently and are unattractive.</p>	<p>Overall, I am not in favor of this plan. I believe it is a mistake to reduce the number of lanes on Seminary for any stretch between Howard and Quaker Lane. The volume of cars — many of which are from Maryland during commuting hours — requires that we maintain four continuous lanes of flow in this corridor. In addition to the bottlenecks and long lines the plan will produce, the reduction of four lanes to three will cause drivers to divert to other streets, causing additional traffic and speeding in surrounding neighborhoods. I am also opposed to making right turns on red illegal. The intersection of Quaker Lane and Seminary must maintain a constant flow of traffic, and “right on red” from Seminary east to Quaker Lane south is crucial to this flow. I do understand the need to improve and/or add sidewalk space along Seminary (especially along the seminary property). But I was aghast at the price tag quoted for this work — an amount that exceeds reasonableness. I am confident the city can do a better job pricing out sidewalk construction work for this small stretch of road.</p>
<p>Question: How much of the travel time improvements reported in your study were due to just better timing of the traffic lights?</p>		<p>The City has spent a lot on Seminary East. Its time to give some attention to Seminary West to calm (slow) traffic, improve safety (safer left turns) and stop neighborhood cut-throughs during rush hour.</p>
<p>Should retain 4 lanes throughout. Seminary is too important a transport artery to reduce auto throughput. Bicycles can use other routes that are less important to auto access. Peds can use regular crosswalks and traffic lights (adding</p>	<p>Should not reduce auto lanes to put in ped crossings. Can just add conventional crossings/traffic lights.</p>	<p>Based on website info and meetings, citizen feedback has consistently been in favor of keeping 4 lanes throughout. The City should listed to the people. Bikes are mobile enough</p>

<p>more of those OK -- don't need to reduce lanes to do that).</p>		<p>to use other streets -- put them there and keep Seminary as is.</p>
<p>We need two full lanes of traffic flowing in each direction. Seminary Hills Association has proposed a 4th Alternative which is acceptable. Seminary Lane - with its 25 mph speed limit - is very safe (as shown by the city's own data). The west end of Alexandria is very different from Old Town and Del Ray; consequently, what may be a great solution for part of town is an entirely awful solution for another part of town. As you could see at the last meeting, the neighborhoods along Seminary Road are collectively very much opposed to any lane reduction on Seminary Road.</p>	<p>I like the bright flashing light crosswalks that can be activated by a pedestrian, as needed.</p>	<p>We all agree that street safety is an important concern, but I have seen no data indicating a road diet of any kind is going to make Seminary Road any safer.</p>
<p>Other than adding safe crosswalks and making the EB right lane of Seminary and mandatory right turn lane at Quaker Lane, the rest of your "plan" is patently ridiculous. Please focus on PAVING these streets. If you go against the majority of those most affected, we will work TIRELESSLY to turn each of you out of office.</p>		

West of Howard Street • Kenmore and Seminary: o Explore a signal to meter traffic and provide a safe pedestrian crossing (long-term) § Recommendation: Install a pedestrian hybrid (HAWK) beacon now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall (pedestrian, bicyclist, and vehicular) mobility. • Library and Seminary: o Upgrade crossing to high visibility markings (short-term) § Recommendation: Upgrade crossing to high-visibility markings now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility. • Pickett and Seminary: o Upgrade crossing to high-visibility crosswalk markings (short-term) § Agree. Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility. o Widen sidewalk, where possible, to improve ADA accessibility (mid-term) § Agree. Would improve pedestrian/bicyclist SAFETY and have minimal impact on overall mobility. o Introduce Leading Pedestrian Intervals (LPIs) and No Turn on Reds to improve pedestrian crossing safety § Recommendation: Install LPIs and No turn on Red when Pedestrians Are Present signage now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility. • Jordan and Seminary: o Upgrade crossing to high-visibility markings (short-term) § Recommendation: Install LPIs and No turn on

Howard Street to St. Stephens Road • Maintain two lanes in each direction on Seminary Road between North Howard Street and St. Stephens Rd § AGREE. • Howard and Seminary: o Left turn phases become protected (green left arrow) § ????: All four left turn lanes already have green left arrows. o Remove slip lane for southbound Howard to westbound Seminary § DISAGREE. Recommendations: 1) Retain the slip lane; it works well for pedestrians, bicyclists, and vehicles. 2) Make the Howard southbound left lane straight or left turn, instead of the current left turn only configuration. 3) Make the Howard southbound right lane right turn only. 4) Upgrade all four crossings to high-visibility crosswalk markings now. 5) Install a HAWK beacon for the slip lane now. Rationale: Would improve overall (pedestrian, bicyclist, and vehicular) SAFETY and improve overall mobility. Removing the slip lane would increase the extant congestion at this intersection. o Narrow curb radii to slow turning drivers and improve pedestrian safety § DISAGREE. See Recommendations and Rationale above. o Consolidate bus stops on the southwest corner of the intersection § Comment. Bus stops on the southwest side need to remain short of the intersection, so that after the bus stop those buses have enough distance to cross to the left turn lane to proceed north on Howard. • Chapel Hill and Seminary o New crossing, median island, and pedestrian hybrid beacon to provide safe pedestrian crossing opportunity § Partially Agree. Recommendations: 1) Add a

Overall, the City's proposal is UNSATISFACTORY. While there are some intersection improvements, the major change of taking away a vehicular lane to enable the completion of a sidewalk segment is illogical and problematic. In addition, the vast majority of Seminary Road users and nearby residents vehemently opposes the City's modified proposal; instead, they support retaining four lanes on Seminary Road. [As an aside, what are the Seminary Road normalized usage numbers for pedestrians, bicyclists, and vehicles?] Compared to the City's latest proposal, as well as to its other three previous alternatives, the recommended changes in this input would substantially better improve both SAFETY and MOBILITY for all concerned (pedestrians, bicyclists, and motorists). With these changes, the City has the opportunity to improve the situation for all Seminary Road users, as well as to enhance its credibility/support with the citizens of the West End. Glad to meet to discuss the details of my proposed changes, as well as additional ways to facilitate safe, efficient travel for all on Seminary Road, at your convenience. Regards, Jim Allgood 703-212-9257

Red when Pedestrians Are Present signage now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility. o Widen sidewalk, where possible, to improve ADA accessibility (mid-term) § Agree. Would improve pedestrian/bicyclist SAFETY and have minimal impact on overall mobility. o Consider Leading Pedestrian Intervals (LPIs) and No Turn on Reds to improve pedestrian crossing safety § Recommendation: Install LPIs and No turn on Red when Pedestrians Are Present signage now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility. • General: o Transit signal priority is possible to improve bus travel times, but might increase vehicle delay on side streets (mid-term) § Disagree. Recommendation: Do not adjust transit signal priority. Rationale: Bus travel times are reasonable now; aside from their scheduled stops, buses flow through the Seminary Road area at a pace comparable to other vehicular traffic.

new crossing and install a pedestrian hybrid (HAWK) beacon now. 2) Do not add a median island. Rationale: If properly placed (i.e., west of the bus stop), the new crossing and beacon would improve overall SAFETY (e.g., facilitate pedestrian/bicyclist crossing and help control vehicular speeds), and would have minimal impact on overall mobility. On the other hand, the median island would cause congestion and tend to jeopardize pedestrian safety. • St. Stephens and Seminary o New crosswalk on west leg of intersection § Agree. Recommendation: Upgrade all crossings at this intersection to high-visibility markings. Rationale: Would improve pedestrian/bicyclist safety. o Eastbound lane approaching St. Stephens becomes right-turn only § DISAGREE. Recommendation: Retain the eastbound lane as it is. Rationale: Would maintain overall mobility. Conversely, making the right hand eastbound lane right-turn only would unnecessarily significantly reduce mobility on Seminary Road. In addition, the volume of traffic turning right onto St Stephens Rd is insufficient to justify a right-turn only lane; no congestion due to right-turning traffic exists at this intersection. St. Stephens Road to North Quaker Lane • Remove one eastbound lane between St. Stephens Rd and Zabriskie Dr (Emmanuel Church on the Hill) o This will allow for a temporary sidewalk where one does not currently exist on the north side of Seminary Rd o Staff will apply for additional funding to fully construct the sidewalk § DISAGREE.

Recommendations: 1) Retain all four lanes between St Stephens Rd. and North Quaker Lane. 2) Install a new sidewalk section on the north side of Seminary Rd. (basically between Zabriskie Dr. and the old U.S. Post Office).

Rationale: The City's proposed approach to fix a sidewalk problem would create a bigger street problem; that's illogical. Sufficient space exists (and the extant retaining wall could be replaced) to add the new sidewalk. And, the City has easement rights for public right-of-ways on Virginia Theological Seminary property, just as it does for other properties in the City. A new sidewalk section north of Seminary Rd. would improve overall SAFETY and improve overall mobility.

- New pedestrian crossings:
 - o With median island and pedestrian hybrid beacon between St. Stephens Rd and Ft. Williams Pkwy
 - o With median island and Rectangular Rapid Flash Beacon (RRFB) between Ft. Williams Pkwy and Zabriskie Rd

§ DISAGREE.

Recommendations: 1) Install a traffic light and high-visibility crosswalks at the intersection of Fort Williams Pkwy and Seminary Road. 2) Do not add median islands and the associated beacons. Installing the traffic light and crosswalks at Fort Williams Pkwy would obviate the need for these. 3) Relocate the bus stops east of Fort Williams Pkwy closer to the intersection. Rationale: This alternative proposal is a simpler, more effective way to improve overall SAFETY (e.g., facilitate pedestrian [including bus riders]/bicyclist crossing and help control vehicular speeds), and

would have minimal impact on overall mobility. Also, this action would be consistent with the proposed adjustments to the St. Stephens Rd intersection ... common logic/approach. On the other hand, the median islands would cause congestion and tend to jeopardize pedestrian safety.

- North Quaker and Seminary:
 - o Removes exclusive eastbound and westbound left turn phase
 - o Left-only lane becomes a left and through lane
 - o Through and right turn lane becomes right-only lane
 - o Remove pedestrian-only signal phase, convert to Leading Pedestrian Interval, and prohibit turns on red to improve operations and pedestrian safety

Agree. Would improve both overall SAFETY and overall mobility.

<p>I do NOT agree with reducing the lanes in either directions from St. Stephens to Quaker Lane.</p>	<p>I agree with all of the improvements listed.</p>	<p>I do NOT agree with reducing the lanes in either directions from St. Stephens to Quaker Lane. This will greatly increase the traffic on this route at all times of the day. There is no reason to reduce lanes at this intersection.</p>
<p>My comments relate to changes between St S and Quaker. They are not "improvements". Nice try to spin. They are unnecessary changes. The two lane portion of Seminary as proposed will create a mess, delays, bottleneck. Why are you hurting the people who drive on Seminary. While a few people might like the proposal, MANY do not. listen to them. You will waste money and cause problems. I find it incredible that you don't understand that what is proposed with hurt so many people and help so few. It is obvious.</p>	<p>See comments to 6. Too many crossings. There is little pedestrian traffic and no reason to believe foot traffic will increase. Reduce proposed number of crossings.</p>	<p>Poor work. Local citizen response will be shown in next election. The staff totally fails to understand that while a few people will be benefited many more will be harmed.</p>

<p>The proposed "improvements" are short-sighted. The appropriate solution for this road is to keep 4 lanes of vehicular traffic, dedicated bike lanes on either side, and sidewalks. Doing so will require the city to widen the road surface and may actually cost some money, but is the sensible solution. The proposed solution will cause significant backups in traffic on Seminary at the intersection with Quaker -- an intersection that often has a 60 second plus delay already due primarily to the intersection design. I would strongly urge that the city return to the drawing board and figure out a more sensible way to provide additional mobility options without reducing the traffic capacity of this important arterial road. Pedestrian crossings can and should be handled using HAWX crossings.</p>	<p>The crossings are welcome. The medians should be removed unless the roadway is widened sufficient that there is no decrease in traffic lanes.</p>	<p>This whole process has been ridiculous. There are clear and obvious "win-win" options available, but instead of availing themselves of these options, the city continues to offer "options" that will inconvenience the thousands of drivers who use the road daily in order to benefit cyclists. Given that win-win options are obviously available -- albeit they would require the city actually dedicating real resources to the issue -- this process needs a complete reboot. Providing pedestrian crossings and sidewalks is a good idea, but should be done in addition to a widened roadway with dedicated bike lanes. Attempting a hybrid solution on a major arterial roadway -- which is the city's proposal -- will leave all the parties unhappy with the results. More to the point, however, is that the proposal affects the portion of the roadway where the city's own data shows that there is no existing safety concern. If we are going to be data-driven, we need to actually listen to and interrogate the data, rather than moving forward with preconceived notions. This process has failed to do that.</p>
		<p>Reject the City's recommendation. Seminary Road should be reconfigured to reduce excessive vehicle speeds, provide bike lanes, and provide pedestrian refuge islands at bus stops. Option 3 is for the best engineered and safest option.</p>

<p>For the most part, I'm pleased with the changes to Seminary Road west of North Howard. No-right-on-red will make crossing the street much safer. Staggering the lights, so that pedestrians walk first is a great change. I still don't like the beg button at Library Lane and Seminary, so I hope you change that to include pedestrians in the light cycle. A diagonal crossing for pedestrians at that intersection would be great. Fixing the issues at Kenmore and Seminary would be excellent--it's super dangerous to cross there and get on the walk bridge--cars are super aggressive turning from Kenmore onto Seminary and vice versa The sidewalk on either side of the fire house needs some help--too narrow and the bushes/weeds are so overgrown, it makes walking dangerous. Talking crosswalk indicators/countdowns would increase safety for visually impaired pedestrians.</p>	<p>I like the pedestrian crossings on Seminary east of North Howard. I'm not sure why you're not improving things more for pedestrians at Seminary and Quaker lane--that's another difficult crossing, more time is definitely needed to cross safely. I'm not sure if I completely understand how the crossing at North Howard will work, but I hope you're improving it for pedestrians. I see lots of folks discharged from the hospital catching the bus next to north Howard--really important to make their crossing safe and easy.</p>	<p>I'm concerned about the planned shared lanes on Seminary; I've read that shared lanes actually make traveling more dangerous for bikers. My POV is: make the streets and sidewalks safe for pedestrians, then focus on bike/scooter lanes. I don't drive, so I can't comment on the narrowing of the lanes, but I do hope if bike lanes are installed, public education on biking safety will be a campaign the city undertakes. Right now, as a legally blind Alexandria resident, bikers running red lights or making illegal rights on reds or simply not yielding right of way to pedestrians have proven, over and over again, to be the greatest risks I face as I walk in Old Town. I don't want the same to happen in my own neighborhood. Please, do make things safer for bikers, but not at the expense of pedestrians. Public education for both bikers and scooter users is key, and police enforcement for all law breakers (drivers, bikers, scooter users, and pedestrians).</p>
<p>Yes, yes, yes. The only thing I disagree with is "Explore a signal to meter traffic and provide a safe pedestrian crossing (long-term)" -- that needs to be SHORT term. Immediate would be preferred.</p>	<p>Yes to the pedestrian improvements. Yesterday, I saw a runner running ON the road opposite of traffic (she was running Eastbound on the Westbound lanes) where there were no sidewalks. Dangerous.</p>	
<p>I do not agree with a dedicated right-hand turn lane into St. Stephens (and I live in the neighborhood!). It will just create unnecessary congestion for other commuters. creating more congestion means longer commute times and just creates greater environmental impact -- seems like the opposite of what we want to be doing</p>	<p>I do not agree with widening the sidewalks because I drive on that road all of the time and there isn't enough pedestrian traffic to support your proposed changes</p>	<p>I do not agree with reducing the number of lanes on Seminary Road from 2 lanes to 1 lane each direction. There is already a huge line-up at Quaker with 2 lanes and moving to one lane will just create additional unnecessary congestion for other commuters. Again, creating more congestion means longer commute times and just creates greater</p>

		<p>environmental impact -- seems like the opposite of what we want to be doing</p>
<p>There should be a passive pedestrian activated flashing light at the corner of Seminary and Howard. Hospital staff crosses to catch bus and during the twilight hours (rush hour) Oct-March the crossing is dangerous. Pedestrians dash across street to catch the bus.</p>	<p>The proposed drop lane east of St. Stephens Road serves no useful purpose for bikers or pedestrians. It causes confusion at a signal intersection. Cars, bikes in the curb side lane would suddenly have to merge into the through lane. To reduce the potential for confusion and accidents, the road way design should minimize lane changes, especially near intersections. I suggest the RRFB be activated passively by a pedestrian detection system. The crossing is near the top of the hill and west bound traffic is often accelerating until it reaches the top. The warning flash should give the driver adequate warning to slow down. It would also be better if the bus stops on the north and south sides of Seminary Road were parallel with each other. The median islands are less essential if RRFB passively activated pedestrian lights are installed. I suggest focusing on reducing traffic speeds, speed enforcement and relying on flashing pedestrian signals when crossing Seminary. On a heavily traveled street where speed is an issue, pedestrian islands could introduce a traffic hazard; especially with multiple lane changes. The temporary side walk to fill the gap on the north side of</p>	<p>I support keeping 4 lanes of traffic on Seminary Road from Howard to Quaker Lane, reducing the lane widths, providing additional buffer for pedestrians and bus stops. The east bound traffic configuration at Seminary and Quaker should stay the same. Allowing traffic in the left lane to cross Quaker into Janneys Lane would increase cut through traffic in a residential/school area. Quaker Lane at Duke should be the main artery for southbound to Telegraph Road and I-495 to Maryland.</p>

	<p>Seminary has little utility for pedestrians or bikers. The visual barriers are unsightly and provide no real protection for pedestrians. Deleting the temporary sidewalks (don't meet City standards) would reduce costs.</p>	
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<p>Get some people involved who know what they're doing before you waste more of my money.</p>	<p>The only hazard on this one mile stretch of Seminary Rd. is the horrendous condition of the pavement! The plan as presented has the smell of special interest groups at work. The perceived problem seems to be the lack of a sidewalk on a portion of the north side of Seminary Road. Instead of wasting money on this inept plan, put the money toward the sidewalk! I pay \$12,000 annually in property taxes. I shutter to think how much of my money you wasted on this lunacy. The suggested changes in the traffic lights at the intersection of Seminary and Quaker are outrageous! Repave, repaint retaining four traffic lanes and enforce the speed limit. Make no changes.</p>	<p>The staff-recommended design is totally off base and has the stench of special interest groups. Seminary Road between Howard and Quaker is a main artery which handles commuter traffic and emergency vehicles. It is also used daily by thousands of citizens (voters) who live in the City of Alexandria as they travel to school, work, hospital, shopping, etc. They travel east and west on this road, not just one direction as the staff-recommended design seems to imply. There has never been a serious accident or injury on this stretch of Seminary Road. NO CHANGE IS NEEDED!!!</p>
<p>They suck. Leave the street the way it is.</p>	<p>These also suck. Leave the street the way it is.</p>	<p>This City has no problem in throwing away money for frivolous things like this, bicycle lanes and putting psychedelic artwork on traffic control boxes, but it has to raise taxes to pay for sewage treatment facilities, which it should have addressed before. No wonder so many homes are for sale in our area.</p>
	<p>I really love that we could, potentially, have more pedestrian crossings in this section of Seminary Road. There are times when I am out walking or running and have to cross the road around where campus is and I would feel much safer crossing with the beacons, and it would be a lot more convenient than having to go all the way down to St. Stephens road.</p>	<p>Safer sidewalks are also important to me, and I appreciate where improvements are made to them in the plans above. When I run or walk on the sidewalks it just does not feel safe having cars fly by just a few feet from me.</p>

<p>The only reasonable plan is that proposed by the Seminary Hill Association. The proposed plan for a narrowing of Seminary Road and then return to 4 lanes, but changing the lanes at the intersection of Seminary Road and Quaker Lane is incomprehensibly stupid.</p>	<p>I drive down Seminary Road frequently, and varying hours. I have rarely seen any pedestrians trying to cross at any point. However, I have no objections to providing actual pedestrian safe passage across if they so desire it. This can be done without altering the number of through lanes for cars.</p>	<p>Staff should get behind the Seminary Road Association proposal and drop all others.</p>
<p>There should be four lanes - no question. But you all missed the major needed change here. The proposal to “explore” changes for pedestrian safety at Kenmore and Seminary shows that attention has not been paid where most needed. A pedestrian bridge or walkway should be added here. With the bus traffic, many apartments, and frequent folks jaywalking, at the end of a highway off ramp, this is the most unsafe crossing on Seminary. Thus, to continue the best flow of traffic and consider pedestrian safety best a pedestrian bridge must be placed here. They were added to one side of the road way - and a major opportunity was missed. Please add one across Seminary as well.</p>	<p>The proposal for reducing traffic to two lanes East of Howard does not make sense.</p>	<p>The proposal for reducing traffic to two lanes East of Howard does not make sense.</p>
<p>Please do NOT implement this change. Leave Seminary Rd as it is ... OR please implement Alternative 4. We have over 1300 signatures in opposition to this change. Stop listening to only the cyclists in Alexandria.</p>	<p>Do NOT change the road configuration to Seminary Rd to suit only BPAC and Jim Durham. Again, over 1300 actual residents are completely against this project. We will vote accordingly come election season. Implement Alternative 4, please.</p>	<p>Leave Seminary Rd as 4 lanes. This current configuration as proposed will add a ton of unnecessary gridlock. The cyclists have far too much power and sway over the City and those who live around Seminary Rd are fed up! Again 1300+ residents have come out against these changes ... and will absolute vote the Mayor and Council out if they do no listen to actual residents of Alexandria, not the AstroTurving campaign that BPAC is responsible for. We want Alternative 4 implemented ... STOP</p>

		listening and catering to only cyclists in Alexandria.
<p>The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>	See above	See above
<p>1. Move bus stop on Seminary Rd at St Stephens intersection (going east) from current location to beyond St Stephens Rd (east side) of Seminary Rd. This will avoid blocking right turns onto St Stephens Rd when bus is stopped for passengers. 2. Have a leading green light for eastbound traffic on Seminary Rd at intersection with Quaker Lane. This will move eastbound traffic more efficiently. 3. Use sensors for traffic lights at Seminary Rd and Quaker Lane to avoid long waits in all directions when no cars are approaching intersection.</p>		

<p>Sidewalks, Turn lanes, bike lanes, bus shelters and safe-crossing devices at bus stops are very important to me.</p>	<p>In favor. All bus stops should feature pedestrian crossings.</p>	
<p>these sound very good. the hospital crossing is especially important as there are many visitors, patients, and students using those cross walks, and the traffic is fierce.</p>	<p>i still favor alternative 3. i think reducing the travel lanes is vital to reducing speed and making it possible to cross the street in safety. but this alternative is better than what we have now.</p>	<p>thank you for doing this. i feel right now that i live on a four lane highway; and many drivers show they agree with me.</p>
<p>Seminary Road is a dangerous place for bicyclists. Unfortunately, it is one of the few through roads, so bicyclists must take it despite the danger. I would like to see specific bicycle lanes here, even if that means a lane less of automobile traffic. Cars need to slow down on this stretch of road for both bicycle and pedestrian safety. Unfortunately, the road now and the propose road seem to encourage car traffic, which means cars go faster than they should.</p>	<p>Additional pedestrian crossings are a good thing. However, I'm still concerned about the safety of people waiting at bus stops. Pedestrian refuge islands at bus stops may help and should be considered in the design.</p>	
<p>I disagree with your plans to create no turn roads in this area.</p>		<p>Why you would ever consider reducing the number of travel lanes on this street is astounding to me. We've already seen the effects of the reduction in lanes on King Street as well as the speed limitations on King and Quaker. Do you really want to make people as miserable as possible? If so, you've done a good job.</p>
<p>Design does not include Bike lanes nor a Road design that reduces speeding along the entire included stretch of roadway.</p>	<p>What happened to following the vision zero and complete street standards. These crossings are needed. But more is needed to make them safe. And to make the road accessible and safe for all, including bicyclist.</p>	<p>Design sends a signal to bicyclist and young professionals of being a less bicycle friendly city.</p>

<p>I think these are all good proposals.</p>	<p>I think these are good proposals. Improving pedestrian crossings at bus stops is critical to having worthwhile and safe public transit.</p>	<p>The proposed improvements do not do enough to improve driver safety and the feasibility of cycling on Seminary Road. This project is a key opportunity to improve cycling connectivity between Old Town and the West End (with Janneys Lane and King Street already being cycling-friendly). I believe the city should strongly consider Alternative 3 over the proposed plan. Alternative 3 would improve cycling safety and access across the city, improve pedestrian safety, improve safety for motorists, and would minimally impact traffic flow due to the addition of the center left-turn lane. If the city is taking its Vision Zero promises seriously, it would seriously consider making this change. Improving the safety of all transportation modes is more important than maintaining the speed of vehicle traffic.</p>
<p>Not enough if you truly value people over cars. Seminary Road needs more traffic calming measures and more protection for pedestrians, bus riders, and cyclists.</p>	<p>Will these crossings come w lights that the pedestrian can activate? If not, they're still at the mercy of car drivers - not many respect the rights of pedestrians in crosswalks. Do your own study and see for yourself.</p>	<p>Your proposal for Seminary Rd doesn't go far enough to keep your word of people first. Design the road to slow traffic; complete and expand sidewalks now (not mid-term or at an undisclosed time); improve bus stop access and waiting areas; create safe bike lanes; improve pedestrian crossings- those not associated w intersection should have lights that pedestrians activate to stop traffic.</p>
<p>I think that more could still be done to protect pedestrians - yes the visibility is addressed in the short term, but we need to make sure that every form of transportation that is not a car has the ability to completely make it through these areas safely.</p>	<p>Same as above - I think that more could still be done to protect pedestrians - yes the visibility is addressed in the short term, but we need to make sure that every form of transportation that is not a car has the ability to completely make it through these areas safely.</p>	<p>Prioritize safety and people with: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding</p>

<p>These proposals are all solutions in search of problems. Doing anything to restrict auto traffic on this major road will cause problems for those of us who travel in the area frequently are not able to use bikes, scooters or buses and must use our cars.</p>		<p>Additional cross walks are fine but don't seem to be necessary. Reducing car traffic lanes is not the way to go.</p>
<p>I am strongly against removing existing travel lanes for cars, as well as widening sidewalks and adding LPIs and No Turn on Reds. In short, I am only in favor of doing the short-term items listed above.</p>	<p>I'm fine with the short-term items listed above, under 'West of Howard Street.'</p>	<p>I am opposed to removing lanes, narrowing curb radii and putting in median islands. I also am in favor of keeping Right Turn on Reds that currently exist. In short, I do not want to slow traffic down any more than it is now.</p>
<p>I object to removing the slip lane for southbound Howard to westbound Seminary. As a frequent pedestrian at that intersection, I find the triangle created by the slip lane to add to safety because it's a safe island when crossing Howard.</p>	<p>As long as the pedestrian crossings are on-demand, user-operated (rather than automated in a regular cycle), this is an improvement.</p>	<p>I am totally opposed to ANY proposal that would reduce the number of automobile travel lanes on Seminary Road from the current four lanes. Any reduction will create a new and unnecessary bottleneck for cars. There is no justification for blocking eastbound Seminary Road traffic every time an eastbound vehicle needs to enter the grounds of VTS. Seminary Road is a major thoroughfare for all residents of the Seminary area, and introducing new bottlenecks is completely unjustified. The proposed pedestrian crossings are a sufficient response to pedestrian safety concerns. I am a frequent walker on Seminary Road and find this to be one of the safest areas in Alexandria. Don't create unnecessary delays! Concerning the shift of straight eastbound traffic at Quaker Lane to the left lane of Seminary Road, this would relieve the frequent backups in the right lane, but prohibiting straight traffic in the right lane will create backups in the left-turn lane. I recommend allowing straight traffic in both lanes so that drivers wanting to go straight can</p>

		<p>judge which lane to be in depending on current conditions.</p>
	<p>On demand, user operated pedestrian crossings seem like a good idea. (Automated cycles that create walk lights even when there are no pedestrians do not seem to make any sense).</p>	<p>I believe the narrowing of Seminary Road for a short distance from St. Stephens to Zabriskie will create UNNECESSARY backups there at high traffic times, and will not enhance pedestrian safety. I am for improved safety for pedestrians--markings for pedestrian crossings, effective walk lights, etc., but NOT the short-distance narrowing of Seminary Road. The lane changes at Seminary and Quaker are potentially helpful because the backups that occur are typically in the right line as traffic goes right on Quaker to Duke. Perhaps consider allowing traffic going straight onto Janney's Lane to use either the left or right line to balance out traffic</p>

		<p>at times when more cars may want to go left to access the highway into Washington.</p>
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In general, you have made a good start. Not enough, though. You are not making that intersection safe enough. Over the life of the improvements we will experience more density of use, particularly with bikes and unsophisticated walkers. (I see such conflicts as I commute to DC through our streets, on a bicycle, about twice a week. I have only driven my car out by Inova. My wife and I decided yesterday NOT to cycle over to an event near Inova this weekend -- too dangerous to cross Alexandria on a bike to that area.) The Amazon future will pack more younger workers into an area with the worst auto traffic in the country? A lot of them will cycle and ride the bus. ... So, what more could you do there? Please see below.

Yes. A great start. But you gotta slow traffic and flag for the drivers the pedestrians and cyclists better. Your "Beacon" is good. Not enough, though. Do some striping either side of that intersection, the kind that fools a driver's brain into thinking the road is narrowing. Provide sidewalks, and maybe bump outs, either end of bus stops. And insure that a bus rider can get to their destination without effectively walking at the road level. TRICK: I can't tell if you are using some of the "tricks" I saw in Berkeley to highlight the crossing. They used an embedded flashing LED system when a pedestrian entered the cross walk. The stripes are strips, with LEDs in them. Another trick is to create a bump out that is only visual, because you actually indented the bus or parking spot. ... Look, generally, you are doing "the Lord's work" with these crossings. ... But determine if you need to add some safety. For instance, consider running some relatively cheap tests (if you have not already): Lay down some strips to outline sidewalks, bump outs, and crosswalks. Paint some temporary inverted "V" striping. Where likely, park a vehicle. Test sight lines, assuming delivery trucks mis-park near intersections, or a bus has stalled after dropping off someone. Definitely try out some striping, detentes, and low side plantings, all to fool drivers' brains into slowing down. ... Indeed, do what many European towns do at their approaches. Consider for the principal roads into Alexandria a standard advance warning painted on the road surface, like an extra

See comments on 7. General comment: Please listen to the bike advocates. The WABA staff are sensible people. I joined them 10 years ago when I started riding to work from my then-home in DC. These folks bring to the table the collective experience of their cyclist members. And we have seen, or experienced ourselves, some nasty interactions between motor vehicles and bikes or pedestrians. I am concerned when I get an email from them that indicates that you, our Alexandria staff, are rejecting many protections. ... Our road safety should be the equal, or the better, of any similarly sized town in England, the Netherlands, Germany, or Japan. More bikes and pedestrians are coming. Protect them as best we can. - Thanks for reading! - alan barak

striping. Marry it to a sign (stick figure crossing road, or a bike, same background color as the stripes). Then repeat at every "busy" pedestrian crossing. (We did this for my tiny Linglestown PA road safety project back in the 90's. I was the chair of the committee that hired the consultants, worked with government staffers, and sold the changes to the community.) So, stretch a bit in your thinking.

<p>These are highly technical changes and they are hard for the layperson to evaluate but I can tell you that this zone is very hostile to pedestrians now so these changes would probably be an improvement.</p>	<p>These are highly technical changes and they are hard for the layperson to evaluate but I can tell you that this zone, while not particularly hostile to pedestrians, does currently suffer from high speeds so these new crossings would probably improve safety.</p>	<p>Since you are "not prioritizing comments related to major changes to travel lane configurations" why should I bother? You know your recommendation is garbage and that you have no justification for contradicting your own metrics but here we are. City government at work.</p>
<p>Will the proposed tweaks help? Yes. Are they enough? No. Seminary Road west of North Howard needs a road diet just like the one proposed east of Howard. This road is built to carry way too many cars; is it any wonder that non-local drivers constantly cut through Alexandria neighborhoods to use it?</p>	<p>The changes don't go far enough to improve pedestrian safety. The sidewalks are still too close to traffic which will still be enabled to speed too fast. Pedestrians will still have to cross multiple lanes of traffic in each direction, so they will still face the risk of being blindsided by shorter vehicles in an adjacent lane when a taller vehicle stops in the near lane. The road must be reduced to one vehicular lane each direction if pedestrians are to be able to cross safely.</p>	<p>The staff-recommended design for Seminary Road illustrates the perils of allowing emotion to guide city policy rather than facts and reason. Numerous studies have shown that such road diets such as Alternative 3 improve safety for all traveler modes, and that they don't reduce capacity or increase congestion in any significant way when implemented on streets with less than 20k AADT. The staff design is at odds with the city's goals for transportation safety and environmentalism. The staff design will just push more Alexandrians into their cars, and it will push more Maryland drivers onto city streets. This will lead to a lower quality of life for Alexandria residents, as it pollutes the air and jeopardizes the safety of those who live and work in Alexandria. I used to live in Foxchase in west Alexandria but relocated to Arlington, partially because I was looking for a place with a safer and more pleasant walking and cycling experience. If Alexandria aspires to be a community where people can feel safe traveling by foot, bike or bus, it should reject the staff recommendation and choose Alternative 3.</p>

<p>Conducting short term improvements to crossing the street don't seem to align with the city's Complete Streets Policy which should prioritize pedestrians first when making decisions about road design. Seminary Road is very difficult and dangerous to cross. While these proposed improvements are appreciated, they will not decrease the risk of crossing four lanes of traffic that is often exceeding the posted speed limit.</p>	<p>The proposal does not provide safe crossings for pedestrians who are still faced with excessive speeds and having to cross four lanes of traffic.</p>	<p>The proposed hybrid solution is disappointing. It does not follow several Alexandria plans and policies such as the Complete Streets policy, the Vision Zero Plan and Alexandria's goals to reduce pollution by encouraging mode shift to walking and biking.</p>
		<p>Just a terrible decision. Please provide safe environments for pedestrians, cyclists and drivers. Driving time through the area should be your LOWEST priority. Follow the city's own Vision Zero or admit you are not interested in reducing injuries and deaths.</p>
<p>Traffic signal improvements are overdue in that area as it is extremely dangerous for people crossing.</p>	<p>Pedestrian beacons can be installed without implementing medians. The beacons and crosswalk should be timed to allow a pedestrian to successfully cross Seminary without a median refuge. Medians are not a good idea and narrowing Seminary Road at any point is not a good idea.</p>	<p>The north side of Seminary Road does NOT need a sidewalk as crossing to use the sidewalk on the southbound side is adequate. The only section of northbound sidewalk that should be installed is the stretch that parallels the Seminary property along the church parking lot as people crossover in that area. Crosswalk should with beacon should be at Ft. Williams and Seminary intersection. No narrowing of Seminary at any point between N. Howard and Quarker Lane. No 7' buffers in the roadway that was presented on May 30th with stanchions or Jersey wall barriers - what a mess. And consideration of SHA's Alternative 4 should be taken seriously as a consideration. LISTEN to the citizens of that area as to what they want and how they want to see our tax dollars spent.</p>

<p>These proposals are inadequate and do not improve safety for pedestrians and bicyclists.</p>	<p>These proposals are totally inadequate and do nothing to increase pedestrian safety.</p>	<p>I am amazed that staff actually support this hybrid plan. Clearly they do not care at all for the safety of pedestrians and bicyclists and are placing the convenience of motorists at the top of their priority list. The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>
<p>I'm in favor of all the changes, in particular the elimination of slip lanes and the tightening of curve radii to slow auto speeds.</p>	<p>I'm in favor of all the changes, in particular the elimination of slip lanes and the tightening of curve radii to slow auto speeds.</p>	<p>Allow parking on both sides during non-rush hour times.</p>
<p>I continue to like Alternate #3 as I walk to many places at least 2X per week and think it is the safest for pedestrians.</p>	<p>See above. I appreciate pedestrian safety.</p>	<p>I vote for Alternate 3.</p>
<p>Any enhancements that make cycling a more viable option should be a priority</p>	<p>Any enhancements that make cycling a more viable option should be a priority</p>	<p>Prioritize pedestrian and bike safety</p>
<p>One travel lane in each direction, center turn lane, protected pedestrian and bike lanes in both directions.</p>	<p>Not enough, but it's a start.</p>	<p>Two lanes only encourages motorists to speed around each other. Please make Seminary Road safe and implement Vision Zero and Safe Streets. Thank you!</p>
<p>agree with improvements stated</p>	<p>agree with crossings</p>	
<p>A map of the proposed street changes would be VERY helpful in understanding what you are proposing and how I might answer the survey questions. If you're going to have a lane marked</p>	<p>I am in favor of pedestrian safety to include better marked and lighted cross walks and no turn on red at most intersections.</p>	<p>I am not in favor of reducing the number of lanes on Seminary Road. Marking the right lanes and bike lanes and traffic lanes should suffice and better enforcement of speed, including</p>

left turn and straight, you MUST have a left turn arrow.

speed tables, not bumps, to slow traffic, if necessary.

Both the intersection at Seminary and Kenmore & Seminary & Library need a redesign. A short-term technical help would be to reinstall the chain link fence that used to run down the median along Seminary from near the highway to Library Ln. During the construction of the new pedestrian overpass someone took it down. Pedestrians now run from the apartments on Kenmore (south side of Seminary & Kenmore) to the shopping center / bus-stop on the north side of Seminary without using the designated crossing space at Library lane. It's dangerous and SOMEONE IS GOING TO DIE doing it. Please, please, please fix it. Don't add it to some master plan or some short or long term list. Please just fix it. The intersection at Seminary Rd. (South) & Kenmore is probably the scariest place I have ever walked as a pedestrian. For nearly three years, I walked from the Seminary Towers apartments to the Mark Center and back every day. At least twice a week, I had a near death experience in that cross walk. Drivers are coming up Kenmore making a right - looking to get a on 395N to go into DC. Because it is a divided roadway, drivers are only looking over only one shoulder to merge into traffic and often don't see pedestrians attempting to enter, or already in, the crosswalk. While I appreciate your thoughts on putting a signal or a meter at intersection, the fact that you call it out as a long-term strategy boggles my mind. I began writing to the City Council about this intersection at least 4 years ago with concerns about pedestrian

I am not familiar enough with this area to comment.

Every single one of these proposals makes sense ONLY if the priority of the plan is to improve things for cars. In particular, the idea of changing the pedestrian only single at Quaker is bonkers. Have any of you ever actually tried to cross the road there? Maybe carrying groceries? I'm guessing not. It's a LONG STREET and without the protected time to cross, I believe that I would never safely cross. And drivers ignore right on red signs ALL THE TIME. It's not as though they are going to suddenly NOT RUN ME OVER because there is a sign. What the heck? Maybe I was naive enough to believe that complete streets meant streets safe for everyone - pedestrians, cyclists, single-occupant cars, and public transit. Instead, what I see here is a list of proposals designed by drivers and very little thought given to keeping more vulnerable road users safe. I am extremely disappointed in the city right now.

safety. How much longer do we need to wait?
The students at Hammond middle school who live in the Southern Towers apartments and walk to school every day deserve to have a safe crossing. And they shouldn't have to keep waiting. The roadway on Kenmore really needs to be redesigned to slow traffic in some way - and to indicate the presence of pedestrians. Some drivers seem to treat the space as if it's two lanes, meaning that they cannot see the pedestrians over the cars that are already (usually) pulled into the middle of the crosswalk. Jordan & Seminary - it seems to me like this intersection should be wildly important given the proximity of the school. General: Seminary should be redesigned with a bus / bike share lane that prioritizes alternate means of transit. Traffic calming & slowing measures should be taken across the board. Much of the traffic that uses Seminary in this area is cut-through traffic, looking to get to Quaker -> Duke -> Telegraph -> Beltway. Traffic calming & slowing measures might be one way of dissuading some of this cut through traffic.

<p>I agree with alternative 4 proposed by the Seminary Hills Association. this alternative provides the best outcome for the many concerns about safety and convenience on seminary road. The other three alternatives prepared by the city are not the most effective solution to Seminary Road design as they all, in one way or another, impede the heavy traffic on that road.</p>	<p>I disagree with the three staff-proposed alternatives. Based on attendance at two recent community meetings, it is clear to me that the alternatives are designed to reduce the numbers of cars on the road. This is not acceptable. The poor decision to allow the BRAC building to be constructed is really the source of the traffic problems, and any changes to Seminary Road will mean that the traffic spills over into other streets in the community. The Traffic and Environment Office should complete a broader study, specifically focusing on the morning and evening rush hours when traffic is heaviest.</p>	<p>no changes except repaving.</p>
<p>Seems like a reasonable compromise.</p>	<p>Sounds good</p>	<p>When turning from Ft. Williams parkway onto Seminary, there is no visibility to see traffic coming from the left due to home owner fence.</p>
<p>Okay.</p>	<p>Good to have more visible pedestrian crossings.</p>	<p>Why narrow it to 2 lanes when it's an alternate route for Duke Street? Traffic will be a nightmare during rush hour & making the right turn lane onto N. Quaker into right turn only with no turns on red will only congest traffic on that corner. Don't mess with what's working well.</p>

Not enough. You need to put designated left turn lane from westbound Seminary into North Ivanhoe St (the ONLY street between N Howard and I-395 without a designated turn lane. It's dangerous to turn left into our home street because traffic coming from behind is usually speeding and quickly merge into right through lane leaving the driver behind that surprised there is a car stopped in the left through lane. Also, the traffic at the light at N Howard going eastbound often backs up PAST N Ivanhoe St , making it impossible (or a very long wait) because they block the intersection and dangerous because cars in the curb lane eastbound sometimes are going fast in that lane (only to stop abruptly before the light so they can merge into the middle through lane at N Howard. Please make it safe to turn into our neighborhood on N Ivanhoe St by installing a designated left turn lane (and island) and instituting changes so the traffic does not block left turns into our neighborhood. Also the intersection at Library Lane and at Hammond needs to be TOTALLY redone and the off-ramp from I-395 onto Seminary is a nightmare. CLOSE OFF Kenmore Avenue on the south side of Seminary -- those drivers should be exiting onto Van Dorn and then to the shopping center/medical building via Kenmore on the north side, not cutting across Seminary Rd to the left turn light at Library Lane. Super crazy. That would also stop the right turns on southbound Kenmore from the 395 overpass. What a bottleneck. And pedestrians always

make seminary rd one lane each way between Quaker and I-395 with designated left turn lanes, island, and pedestrian crossings. This is a neighborhood, not a throughway.

what happened to the plan to do one lane each way with islands and designated left turns? MUCH SAFER. Much less confusing to drivers. Instead of skipping from one to two lanes etc. THIS IS A NEIGHBORHOOD NOT A THROUGHWAY FOR DRIVERS PASSING THROUGH THE CITY. THOSE DRIVERS CAN STAY ON DUKE STREET, WHICH IS HEAVILY COMMERCIAL, AND STILL GET ACROSS TOWN BY GOING TO VAN DORN STREET OR BEAUREGARD. OR I-395. PROTECT OUR NEIGHBORHOODS PLEASE.

<p>crossing there instead of at light. Please fix this pronto. No need to wait.</p>		
<p>These proposed changes are ill conceived. They will only cause greater bottleneck & congestion as traffic volume increases. There has not been enough study or evidence to support these proposed changes.</p>	<p>This is a solution looking for a problem there is not pedestrian volume in this area to necessitate this expenses at this time.</p>	<p>These changes do not make sense and clearly have not been created by anyone who has firsthand experience in this area</p>
<p>Creating a single lane traffic bottleneck on Seminary road will only increase speeding cut through traffic on our street in Seminary Ridge. Please cancel this plan.</p>	<p>Improve the present pedestrian crossing at the light at St. Stephens road and Seminary rd. If you take out the lane to turn right on at the end of St. Stephens rd it will be a traffic nightmare for traffic leaving St. Stephens school.</p>	<p>Please do not make a change that will hurt the way traffic moves through these residential streets.</p>

<p>Please do NOT reduce the number of traffic lanes. The increase in time it takes traffic to move through the area, will certainly increase the frustration of drivers...which leads to increased unsafe maneuvers.</p>	<p>I agree with making safer pedestrian crossings.</p>	<p>As I have had to alter my morning commute due to the Patrick Henry construction site, I can't imagine now having the Seminary/Howard intersection having further congestion. The folks who make these decisions need to come on MULTIPLE, unannounced visits to these areas during rush hour.</p>
<p>Please, please, please focus on/include: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding These could help save lives!!</p>	<p>Please, please, please focus on/include: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding These could help save lives!!</p>	<p>Please, please, please focus on/include: Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding These could help save lives!!</p>
<p>do not remove lane Our community has commented on this many times and I hope you will listen</p>	<p>not needed. very little if any walking traffic</p>	<p>Staff please do not remove lane. Traffic will back up especially during commute times. It is already heavy</p>
<p>I believe that the city's focus on bike and pedestrian safety to the detriment of residents who must drive to work, school, doctors and the hospital is misplaced. Many if not most bikers are using the public roads and sidewalks for recreational purposes. Most parents won't let their children bike on our streets. Most drivers on Seminary are using the road for essential purposes, not recreation. The focus should be on ease of use for residents who must drive to work, school, doctors, grocery stores and to meet other essential needs. Any city employee who dismisses residents' concerns about traffic on the theory that all we do is complain about traffic needs an attitude adjustment. We continue to complain because the city ignores the real problem - commuter cut through traffic from the BRAC building the city approved.</p>	<p>Pedestrian crossing are okay. Instead of spending \$1 million to put in a side walk on the property next to the Episcopal Seminary, I urge the city to ask them to put in a sidewalk as a community service or put in a lighted cross walk at that location, so walkers can simply cross at a safe cross walk. Median islands are a solution in search of a problem. Very few pedestrians can be found at the intersection of Janneys and Quaker so right on red should continue to be allowed.</p>	<p>As stated above, necessity should take precedence over recreation in the repaving of Seminary. I live on Janneys Lane which has intermittent bike lanes, and the handful of bike riders I have seen since the lanes were installed are recreational - they are not going to work, dropping children off at school, carrying groceries, or heading to physical therapy at the hospital. Please stop catering to recreational users to the detriment of drivers who have no choice but to use Seminary to get to where they need to go.</p>

<p>Agree</p>	<p>Agree</p>	<p>Reduction of eastbound lane after St Stephens and then converted back to 2 eastbound lanes before Quaker makes no sense. Besides slowing down traffic flow, it has the real potential for accidents as people weave back and forth--most notably at rush hour.</p>
<p>Please be sure there are bike lanes on Seminary Road in both directions</p>		
<p>I am opposed to any lane reduction in Seminary Road and in favor of other improvements like crosswalks. Bike lanes on Seminary are unnecessary as there is rarely a bicycle on the road. It isn't feasible to get to and from where I need to go when I use Seminary Road in a bicycle. I live parallel to King Street where bike lanes took parking and narrowed traffic lanes. Those bike lanes are RARELY used. The rare Bicyclist continues to prefer the sidewalk. My voice as a resident of Alexandria should carry more weight than the voice of groups made up of activists from outside the city.</p>	<p>I support Pedestrian crossings.</p>	<p>I oppose any plan that reduces the number of travel lanes on Seminary Rd as it will simply add to congestion and result in more cut through traffic in the surrounding neighborhoods.</p>

The proposals west of N Howard Street seem reasonable. The Kenmore/Seminary intersection is so scary in terms of pedestrian safety. The City needs to do something about the cars cutting across East-bound Seminary to make the left turn onto Kenmore, cars come down too fast from the flyover & then the cars cutting over to turn left onto Kenmore are trying to cross two lanes of traffic..add in there tons of pedestrians, esp when school is about to start, and it's really a miracle more people haven't been killed in the area.

I think RRFB's are very dangerous. I was almost rear-ended while I was stopping for a pedestrian in Falls Church. I'd prefer to see an actual stop signal that would only be activated when the pedestrian pushes the button. That would make the rules of the road clear to all, which is the key to traffic safety. I think the medians pose a burden on the driving community that would prove to be unnecessary if we put in actual stop lights.

While I appreciate the staff's creativity and desire to please multiple constituencies, I think a 4-3-4 design does not make sense for traffic flow. Commuters to the Mark Center use Quaker/Seminary to get from the Beltway to work. If we make Seminary unusable, these commuters are just going to use the side streets. This concerns me deeply, as my children's daycare is on N Howard Street (Creative Play School). An increase in congestion on N Jordan / N Howard is going to inhibit access to the hospital. While I appreciate that the models show that traffic will slow only slightly, 1/ I don't really believe that's what's going to happen in reality 2/ traffic is terrible enough as it is...it took me 15 minutes the other morning to get from N Howard Street over to Dawes Ave (where my baby goes to an in-home daycare). That is ridiculous. Then I sit in traffic for another hour to get up to my job in Rockville. Any increase in traffic time, to accommodate the few people who commute to the Mark Center on bicycles (yes, I know the trail up the Potomac is popular, but that's because it's relatively flat) is just a non-starter for me. This is an extremely important issue to me and I look forward to expressing my views at the meeting at the end of June.

<p>The proposed improvements by the City of Alexandria are the least possible option to improve pedestrian/bicyclist safety. We need real improvements including bike lanes, traffic calming devices, etc.</p>	<p>Alexandria we need you to step and do more! Your recommendations provides no bike lanes and provides minimal improvements for people who walk and take the bus, and does not address excessive vehicle speeds. Transportation planners know that a properly-engineered road diet is the right solution for this section of Seminary Road.</p>	<p>Alexandria's recommended changes do not go far enough. Please reconfigure Seminary Road to reduce excessive vehicle speeds, provide bike lanes, and pedestrian refuge islands at bus stops. The best engineered option is the safest option</p>
<p>Eastbound on Seminary could have right turn light when Quaker Lane is turning left westbound. Getting stuck behind a left turner will take too long at that intersection. Traffic now backs up Seminary as far as you can see waiting to get through Quaker or turn at Quaker. What are you thinking? Crosswalks are fine but narrowing lanes to slow traffic? They are already narrow.</p>		<p>That you are recommending something different than the proposals on the table is a little late. Very misinformative</p>
<p>I live just off Seminary and am a frequent pedestrian on it (including AT2 rider). I am concerned this compromise in turn compromises pedestrian safety. I support the original Alternative 3 because it addresses the car speed while maintaining the road throughput. Even with the reduced speed itself, frequent police presence to enforce it, drivers still treat the road like a highway. It is very scary to be a pedestrian on this road. I am not alone - there are staff that work at the Seminary including the daycare, daycare workers at the Synagogue, students at the Seminary who I often see scurrying across the road, and who have told me how scary the road is. I also think their voices have not been as represented in this process. I have seen</p>	<p>It is better than no changes to the road. I am worried though that these won't address the actual car behavior. Eg, I can fully imagine cars zooming through these and hitting someone. When I have had my own pedestrian close calls it's been when I was using the crosswalk at St Stephens and Seminary and I had the right of way.</p>	<p>In the new option the bottom of Seminary, at the intersection of Quaker has one left and straight turn lane, and one right. I think the left and straight will cause a lot of blockages especially in rush hour. There are usually 3-4 cars turning left for every 10-15 cars going straight. It will block the whole line of cars while they wait to turn left.</p>

<p>messages from a few members of the local neighborhood association misrepresenting the options - gathering signatures against changes on the premise that it will make traffic terrible, and that these options are somehow being pushed by some “radical bike agenda”. While I think the city’s process has been fair (I am not criticizing the city here) I’ve been disheartened that these few loud voices seem to have won out over the safety and voices of the pedestrians, many who are low-income & minorities.</p>		
<p>extremely concerned about these changes encircling and choking my neighborhood traffic throughput. specifically, opposed to reduction to one lane between st. stephens and zabrienski lane - it will cause MASSIVE traffic jams. MASSIVE ! I will be unable to conveniently access main roads during rush hour - we are slowly getting boxed in.</p>	<p>safety matters. yet, do not overly restrict traffic throughput.</p>	<p>police the speed limit has been effective. adding pedestrian lighting and crossings would be an improvement. pls do not close one lane - massive delays and jams will ensue - not a good solution at all.</p>
		<p>Maintain 4 lanes for entire length.</p>
<p>I agree with the changes but wish to be sure traffic flow is not limited/hampered.</p>	<p>Agreed.</p>	<p>I do not support the narrowing of lanes on Seminary between St. Stephen's Road and Quaker Lane nor for any other current portion of Seminary Road if considered again.</p>

<p>The proposed changes do not align with the city's Vision Zero policy. Vulnerable road users deserve the improvements proposed in Alternative 3. People walk, bike, use wheelchairs, and want to get around their neighborhoods in a safe manner. Designing a better roadway for everyone will lead to safer outcomes for everyone.</p>	<p>The additional pedestrian crossings are a good start and should be accompanied by the rest of the proposals in Alternative 3.</p>	<p>I understand the staff is under significant pressure from vocal supporters of a 4-lane Seminary Road. The current design of Seminary Road is not reducing speeds and speed kills. An updated design that follows Complete Streets best practices as proposed in Alternative 3 is the best choice for Seminary Road. Our community shouldn't have to wait for a tragedy to occur for action to be taken. We can prevent a tragedy with better road design.</p>
<p>Certainly needed.</p>	<p>Same as above. Seminary Rd is currently a pedestrian nightmare.</p>	<p>While the staff compromise is a start, alternative 3 as previously outlined, clearly provides the best solution for Seminary Rd, with minimum disruption to all concerned people.</p>
<p>Not enough to completely address all current problems.</p>	<p>These are much needed, however, unless speed & volume issues are adequately addressed, won't really be of much help.</p>	<p>Believe only real solution to the many problems that currently exist on Seminary Rd would be to adopt the option that reduces the lanes to one in each direction.</p>
<p>Keep four lanes as currently exist - traffic in the mornings is already a nightmare during peak hours -</p>	<p>I am not a pedestrian on this road and have in 45 years seen very few - so I have no opinion</p>	<p>There has been far too much messing with streets in the city that do not need changing - speed bumps where unnecessary , speed limits which are impossible to maintain etc. Fix DUKE STREET between Quaker and Telegraph if you really want to help the city residents just getting their kids to Whitter fields and the Animal hospital -</p>
<p>anything that will improve pedestrian and bike safety and continue to slow traffic down</p>	<p>I am particularly concerned about this area because I have children who take the bus to school and must cross Seminary Rd. at a place that does not have a marked pedestrian crosswalk. I am in favor of all of the recommendations that continue to slow traffic (dedicated middle turn lane, bike lanes, only</p>	<p>More cross walks, please, particularly at bus stops.</p>

	one West bound lane) because speeding continues to be a problem on Seminary.	
1. Provide a signal AS SOON AS POSSIBLE to meter traffic and provide a safe pedestrian crossing at Kenmore and Seminary. Make this a NEAR-TERM project. 2. Provide 15 mph School speed limits near Hammond Middle School. It is overdue! 3. REMOVE OBSTRUCTIONS (telephone pole, wires and fire hydrant) east of Firehouse 206 now, i.e. IN THE NEAR TERM.	Reduce the number of vehicle lanes and install pedestrian refuge islands and signals AS PROPOSED IN ALTERNATIVE #3, so we only cross one lane at a time.	The staff Hybrid alternative is UNACCEPTABLE. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. IMPLEMENT ALTERNATIVE 3 to reduce excessive vehicle speeds, with center left-turn lanes, pedestrian refuge islands, 5 to 6 ft of buffer space, bike lanes (a TOP TEN priority, #9 of 96) and fill the sidewalk gap (Also a TOP TEN priority, #9 of 43).
1. Accelerate efforts to provide a signal to meter traffic and provide a safe pedestrian crossing at Kenmore and Seminary. 2. Provide 15 mph School speed limits near Hammond Middle School 3. Remove the obstructions (telephone pole, wires and fire hydrant) out of the sidewalk east of Firehouse 206, and widen this sidewalk in the near term!	I strongly prefer to cross one lane of traffic at a time, not four. it is safer. Please install pedestrian refuge islands and signals as proposed in Alternative 3.	The staff Hybrid alternative compromises safety and is unacceptable. Implement Alternative 3 with center left-turn lanes, pedestrian refuge islands, 5 to 6 ft of buffer space, bike lanes, and also fill the sidewalk gap on the north side of Seminary Road. Reconfigure the street to reduce excessive vehicle speeds. Traffic analysis shows no additional delay for more than 23 hours a day. Provide the safest and best engineered option! Thanks.
I don't like these new changes because: - we don't need two lanes in each direction west of North Howard. Why do we need passing lanes in a 25 mph zone? Instead we need a center turn lane so traffic moves more predictably (and therefore safer for everyone) and efficiently - I think we should be adding bike lanes. the city	Yes! We desperately need these pedestrian crossings. But where are the bike lanes? You also need to add bike lanes.	If we have one lane east bound entering Seminary Road at Howard, and then it goes to 2 lanes, and then back down to one at St. Stephens? WHY??? Just make it one lane with a center turn lane, and then add the bike lanes. I do understand having the right turn only at St. Stephens, and similarly you should have left

<p>needs to connect the existing bike and pedestrian routes so the routes across town function like an entire network.</p>		<p>turn coming from the east but you can still have the bike lanes!</p>
<p>Proposal gives almost no improvement to pedestrian safety, and no improvement for bicycle safety.</p>	<p>RRFB is inadequate. I have seen numerous pedestrians at the RRFB crossing on the Telegraph Road ramp going onto Duke Street West. Other than myself, I have never seen another car stop for it. All crossings need HAWK lights.</p>	<p>Alternative 3 is by far the best option. The staff's recommendation completely fails to eliminate multiple threats to pedestrians. I spend 60 days of the year working in NY; the rest of the time I work from home or the VTS library. My two kids walk down Seminary Road to school or to the school bus stop every day and cross it regularly. My wife and I do the same, and we also bike. Alternative 3 is the only option that will provide us with significant safety improvements. It is the only option consistent with the City's Complete Streets policy. Two lanes in the same direction is a big safety problem. Cars are constantly speeding on Seminary Road, and they are able to do so because they can go around the cars that drive the speed limit. When speeding cars pass me, though, I almost always meet them again at the light either at Quaker or Howard. This experience confirms studies that show an extremely small slow-down in traffic flow from Alternative 3, and for only a few minutes per day. For the sake of our kids and that of the others who live ON Seminary Road, and who are THE MOST AFFECTED by this decision, please adopt Alternative 3. Thank you.</p>

Note - these comments belong in Section 8. Mt apologies. The staff recommendations make reference to a number of issues, including “reducing crashes” and pedestrian safety on the sidewalks (as distinguished from pedestrian crosswalks). A year or so ago, the speed limit between 395 and Quaker Lane was reduced from 35 to 25 mph and “strictly enforced” signs were posted apparently in the interest of reducing crashes. From my admittedly anecdotal observations, there does not appear to have been any serious attempt to enforce the new limit, signs notwithstanding. I am routinely tailgated by people unwilling to do the limit so it appears that the net effect of the change is to increase the number of speeders, i.e., people now driving over 25 mph vs 35 mph. Is this the new group of speeders that need to be controlled? I note also that while the plan seeks to reduce crashes, no data is presented on the frequency or severity of the referenced crashes. Again, from a strictly anecdotal perspective, I’ve seen many more crashes on Seminary Rd. west of 395 than I have east of it, where the speed limit is still 35. One would expect the extent of the “crash” problem would be documented before solutions are sought. Can the city make that information available? It would also be helpful to know how narrower lanes will conduce to fewer crashes as the recommendation says. If the city is unable or unwilling to enforce the 25 mph limit, why not consider traffic “calming” islands to slow down traffic like those recently installed on Jordan St.? (Though, frankly, those

They look fine

are on a stretch of Jordan where no homes immediately abut the street so it's not at all clear why they're there in the first place.) As to the city's response to a previous survey, the report notes that 56% of respondents favored the minimal changes alternative (#1) but boldly noted that 71% favored alternative #2 as their second choice. Given that alternative #3 is so draconian as to approximate a Hobson's choice, this statistical data point should be considered useless. I absolutely support changes for safe means for pedestrians to cross Seminary Rd and suggest the city consider installing a pedestrian crossing arrangement of the sort recently installed near the east end of Eisenhower Ave. At the risk of appearing cynical, these changes seem, like the lowered speed limit which apparently hasn't been enforced, to be intended to placate the affluent citizens whose large homes abut Seminary Rd., easily some of the least dense housing in the corridor at the expense of residents and who already have few options for east-west travel thru the city.

<p>Unfortunately these changes seem likely to have little to no impact on speeding on this stretch of road. These changes are a start, but more needs to be done as soon as possible to control vehicle speeds and allow safe passage for pedestrians, bicycles, and turning vehicles.</p>	<p>The recommended changes do not seem likely to improve vehicle speeds, reduce car lane weaving, or improve safety for pedestrians, bicycles, or turning vehicles. I don't see how these changes would make any improvements.</p>	<p>Seminary Road is a haven for speeders. Please reconfigure the road to reduce vehicle speeds, provide bike lanes for cyclists, and add pedestrian refuge islands at bus stops. Based on current traffic design standards, this is by far both the safest and best approach to building a road for all Alexandrians.</p>
<p>Proposed changes do not meet safety requirements and is not the best of all considered options.</p>	<p>na</p>	<p>Proposed changes do not meet safety requirements and is not the best of all considered options.</p>
<p>While I understand that the traffic volumes and the proximity of INOVA hospital near Howard Street may require two lanes in each direction (total of 4) why are four lanes maintained at the intersection of Janneys and Quaker Ln? It is my opinion that Westbound traffic only requires one lane and Eastbound needs two (total of 3). This would allow the other side of Janneys to be reduced to at total of 3 lanes. Janneys is only a 2 lane road and 4 lanes at intersection is awkward, allows NO buffer, and makes turns very tight onto Janneys from Quaker. The intersection handles 5 lanes in each direction of Quaker Lane and 4 in each direction of Janneys/Seminary. This is a total of 18 lanes coming together! Please consider the OTHER side of the Janneys/Seminary lane for safety, buffer and bicycle continuity, too.</p>	<p>Connections are a great idea.</p>	<p>I regret that turning lanes were not included in recommended option. Considering the number of driveways along this stretch of road. Also, the ability to navigate around busses that stop along Seminary Lane is a real benefit to lane reduction. I still support Alternative 3 as best option for this stretch of Seminary Ln.</p>

<p>Turning on red light is needed for those who use these roads</p>	<p>Staff does not use common sense DO NOT reduce any lanes. DO NOT reduce any lanes. Increase number of lanes if possible near Seminary and turn onto N Quaker Lane as it backs up in the am and pm Waste of \$\$\$ and clueless to reduce lanes. Widen if can for bikers. DO NOT reduce lanes EVER!</p>	<p>Staff does not understand these roads; doesn't listen to it's citizens; uses a narrow perspective to do what it wants regardless of the facts and the reality of driving these roads on a daily basis. Should concentrate its efforts on more dangerous areas but leave Seminary Road alone unless increasing the width. Do NOT reduce lanes EVER</p>
<p>Would like buffers and prefer to have two through lanes along with Left Turn's and islands in remaining lane.</p>	<p>Thank you for the crossings, would be better (safer) if only one through lane to cross at a time. and enlarged pedestrian refuge Islands</p>	<p>The lack of a turn lane is a disappointment; the sidewalk connection is brilliant. Still admire Option 3 as safest.</p>
<p>No provision for bicycle lanes or an attempt to slow traffic.</p>	<p>Very good.</p>	<p>I have lived at 1602 King James Place for 40 years and I can tell you Seminary Road has become a race track. This especially true between St Stephan's road and Howard where there is nothing to inhibit speeders. I frankly feel the changes you are proposing will only increase the average speed on the road since there will continue to be races between Howard and St Stephan's Roads both eastbound and westbound. Where is all the concern about the average speed. I know a lot of people have expressed outrage at the loss of a lane but by eliminating a lane would only bring the average speed closer to the posted limit. There will be no loss of time on the part of anyone who is driving the speed limit today if the City staff would reverse themselves and adopt the option 3 they had originally proposed. The only people being benefited by maintaining 2 lanes in both directions are the speeders.</p>

	<p>Pedestrian crossings are okay.</p>	<p>Proposed changes between St. Stephens and North Quaker will be a traffic nightmare. Traffic delays will be enormous. I personally will avoid that stretch when driving to my home by cutting through Seminary Ridge. This will displease those residents. I expect that many drivers going from Seminary to Duke Street will use the same cut-through. In the 50 years that I have lived in this neighborhood, there have been very few accidents, certainly there is no way to believe that this kind of disruption to the traffic pattern and inconvenience to residents will lessen the problems.</p>
<p>I have lived in Seminary Hills for almost 50:years and have used Seminary. Road as a primary roadway for all of that time. I have seen traffic grow to the point where the portion of Seminary Road described has become crowded almost all day. Often Westbound traffic backs up from Quaker Lane almost to Fort Williams Parkway as early as 3 PM. The proposed changes can only make this worse. They were clearly created by people who have no interest in the people who actually live in the area, and no understanding of the real facts rather than the fake news. One clear result of this will be to drive more traffic to head west by turning on St. Stevens and driving through Seminary Ridge. I will certainly do so. This will create a danger to the family's with young children who live in that neighborhood. It would seem that if pedestrian safety is really the issue. Widening side walks and adding a side walk in the north side of seminary road would solve the problem without</p>	<p>While the biggest problem seems to be people jaywalking to the buss just west of N. Howard St., I have no objections .</p>	<p>It would appear that this plan will do nothing but create more congestion and actually increase the danger to local residents by driving traffic off Seminary Road and through local neighborhoods where children play. It also appears that in fact there is not a real problem to begin with.</p>

<p>unnecessarily creating even more congestion with the pollution that comes with it.</p>		
<p>The proposal is confusing and illogical. Going from 4 lanes to 3 and back to 4 with large swaths of overly large buffer zones makes no sense. I really don't like the no turn on red at the intersection of Seminary and Quaker -- absolutely not needed given the very small number of pedestrians. I suggest that you revisit Alternative 4 submitted by Seminary Hill Association.</p>	<p>Given that all traffic would be stopped, I see no reason for pedestrian islands anywhere along this stretch. Three crossings is overkill. I would place the easternmost crossing at Ft. Williams Parkway. I would also recommend the lower cost option rather than HAWKS for each crossing. Again, just not enough pedestrians to warrant the expense and disruption.</p>	<p>You heard us the first time, but now it seems like this proposal is tantamount to a final offer. You need to have more discussion with the civic associations. Also, please delay the Traffic & Parking Board meeting until all members can attend. Too big an issue to be decided by only 5 members. Finally, I would follow your normal appeals process rather than have an automatic escalation to Council that would delay much-needed repaving.</p>
<p>Something MUST be done NOW to stop pedestrians crossing where there is NO crosswalk at end of merge ramp from I 395 onto Seminary where VDOT white dividers end! That is a short cut to bus stop on doctor office side of Seminary. VERY hazardous. I reported it previous to police. Residents have already complained about the increased backup on the side streets. It will only get worse if you</p>	<p>I am NOT in favor of making left turn protected at Howard Street. Except for rush hour, there is very little traffic coming Westbound. You have very little space to get into the left turn lane to go north on Howard. You would have to wait until you get to the turn lane and sit and wait for the next light. Ridiculous! This could back up traffic wanting to go thru. Three pedestrian crossings with a median island in less than a one</p>	<p>Making Seminary Road a one lane east bound from St Stephens is a nightmare in the making. Prohibiting right turn only at Quaker will only lead to longer backups! There are very few pedestrians seen there. Getting cars to come out of one lane travel at the Imanuel Church into the left and thru lane and right only would lead to chaos!! This is not a good plan!!!!!! I have lived here for 40 years. JUST KEEP SEMINARY FOUR LANES!</p>

<p>increase transit signal priority. There are not that many buses!</p>	<p>mile area is also a bit much. This is NOT a high volume pedestrian area.</p>	
<p>This level of a "road diet" for a major artery through our neighborhood, one already impacted by the city's poor planning and traffic policies regarding the BRAC location, will be a disaster. It will clog traffic even further, it will cause WAVES drivers to seek drive-through side streets, it will prolong rush-hour traffic coming off the Beltway headed toward BRAC, and it will make the quality of life in this neighborhood much worse.</p>	<p>Why? There are ample pedestrian crossings now. If police adequately check the speed of drivers on this street it would do more to increase safety on this stretch of road than these horrible ideas will do. I occasionally see police checking speed on Quaker; I can't remember the last time I saw that on Seminary. You are proposing to compound the BRAC mess with these awful ideas.</p>	<p>It does not go without notice the proximity of the strictest of these traffic clogging proposals on Seminary to the residence of the chair of the Alexandria Bicycle and Pedestrian Advisory Committee. Is this the way Alexandria government "works?"</p>
<p>Please do not remove any lanes. I support pedestrian and bike safety and any accompanying measures, but not removing lanes anywhere along this artery.</p>	<p>I support pedestrian safety initiatives where data shows they are needed.</p>	<p>I support sharing the road with bikers and pedestrian safety. The data does not show a need to reduce lanes. I am honestly amazed that this was ever proposed.</p>
<p>It does not appear that these changes help all (pedestrians, motorists and cyclists). I'd like to request changes that the city has implemented elsewhere that improve the safety of cyclists please.</p>	<p>This is all great these pedestrian crossings and all. Can safety measures for cyclists and motorists be included in the project?</p>	<p>Thank you for your time.</p>
<p>I like the sidewalk and crosswalk upgrades. I'm not in favor of lane number reductions or of eliminating left turn only access lanes or right turn on red, especially at Seminary and Quaker.</p>	<p>Not thrilled with lane reductions or changes in lane assignments at lights. I can only see these actions having knock on impacts to already terrible traffic on Duke Street</p>	<p>This entire exercise seems to be a solution in search of a problem. There are areas in the city in dire need of upgrades and solutions that would seem to be a priority over thos project.</p>

<p>Thank you for this proposed changes. It's great to see some lane reductions, traffic calming mechanisms, and a great balance to still maintain some volume of traffic. I think this plan accommodates all parties as best as possible and looks like an excellent improvement to our neighborhood. Looking forward to seeing this implemented.</p>	<p>Thank you again. These are sorely needed and their placement looks great.</p>	<p>Overall plan looks sound. Looking forward to seeing this put into place and enjoying a more accessible street for all transportation modes beyond just the car.</p>
<p>QUESTION #6: The Seminary Hill Association proposed a plan it termed "Alternative 4," which suggests maintaining 4 lanes of car travel along with safety improvements including: reducing the width of those 4 lanes to slow speed, creating light-activated crosswalks for pedestrians, providing a 3' buffer on each side of the roadway, and calling for increased speed enforcement along Seminary Road. The Seminary Hill board voted overwhelmingly for this option, and a large majority of our residents have expressed support for this alternative.</p>	<p>I agree with the pedestrian crossing at Ft. Williams Parkway and Seminary Road. But, more importantly, a stoplight at this intersection is needed. If the stoplight is installed, there will be no need for a median island.</p>	<p>More than 1,200 residents have signed a petition to maintain the current 4 travel lanes for cars. The City has ignored these residents. I appreciate the improvements the city recommends for sidewalks, however, improvements can be made without adding such a wide buffer zone. 3 feet buffer zone is plenty to improve walker and bike riding safety on the sidewalk.</p>
<p>improvements to enhance pedestrian safety are fine..</p>	<p>Fine.</p>	<p>Narrowing seminary road is ridiculous. It is a major through route in that side of town. Traffic will use GPS, like WAZE, and migrate to the neighborhoods, increasing safety concerns there. I live just off of King Street and have seen an increase in backups and aggressive driving(passing in bike lanes/center lanes, aggressive tail gating) since street has been narrowed. Additionally there has been no increase in bike traffic, even with metro shutdown. Don't penalize west end with same kind of shortsighted planning.</p>

<p>You have created a no won impossible series of intersection. You have also 12 lanes east and west bound idling traffic interrupted by west bound Seminary Rd death defying three lane crossover to take a right on Beauregard to avoid three light cycles to proceed west on Seminary and another two cycles for right on Filmore. Cutting through Seminary Towers and our completing a dive in and out of the Hilton is actually shorter - stupidly shorter.</p>	<p>Crosswalks to nowhere much like transit lanes on Rt1. Why do seven houses warrant three crosswalks to VES which is a contained campus except some Fridays (Beth El) and Immanuel on The Hill on Sundays. Who likes there that and more important than citizens right to also conveniently to their houses of worship in NorthRidge, and Old Town. Flunks smell test of do no harm and is the solution fix anything.</p>	<p>This @street Diet” is just like all fad diets and quick fixes - only thing lighter are wallets!!</p>
<p>Please support the recommendations and requests of the North Ridge Citizens' Association (NRCA) and other civic associations seeking reasonable improvements for safety without reducing traffic flows or removing existing driving lanes on Seminary Road: Clover College Park Civic Association (CCPCA) Seminary Civic Association (SCA) Seminary Hill Association (SHA) Seminary West Civic Association (SWCA) North Ridge Citizens' Association (NRCA) Brookville-Seminary Valley Civic Association (BSVCA)</p>	<p>Please support the recommendations and requests of the North Ridge Citizens' Association (NRCA) and other civic associations seeking reasonable improvements for safety without reducing traffic flows or removing existing driving lanes on Seminary Road: Clover College Park Civic Association (CCPCA) Seminary Civic Association (SCA) Seminary Hill Association (SHA) Seminary West Civic Association (SWCA) North Ridge Citizens' Association (NRCA) Brookville-Seminary Valley Civic Association (BSVCA)</p>	<p>Please reconsider Alternative 4, proposed by the Seminary Hill Association as a reasonable compromise balancing safety needs and traffic flows in equal measure. Additionally, resident input should be prioritized over non-resident input. Thanks!</p>
<p>Lack of bike lanes leaves only high stress routes for bike traffic to Medical center, shopping center at Kenmore, Library, Hammond, Mark Center, and hospital. Most current and potential bike riders will not use high stress routes (and won't allow their kids either). There are extre</p>	<p>Lack of bike lanes leaves only high stress routes for bike traffic to Medical center, shopping center at Kenmore, Library, Hammond, Mark Center, and hospital. Most current and potential bike riders will not use high stress routes (and won't allow their kids either). The sidewalk gap should be filled and measures to reduce excessive vehicle speeds.</p>	<p>There are two main recommendation: 1) Introduce measures to effectively reduce excessive vehicles speeds 2) Introduced separated bike lanes.</p>

<p>These changes do very little for safety, whether it's pedestrian, cyclist, or those in cars.</p>	<p>These changes do very little for safety, whether it's pedestrian, cyclist, or those in cars.</p>	<p>Community groups have been focused on cut-through traffic in their neighborhoods. As long as they feel that cut-through traffic is not being addressed, they will fight any street designs, even if they make sense. If safety can be tied to reducing cut through traffic, they might listen.</p>
<p>Don't change a thing. Traffic can only get worse.</p>		

I find it interesting that none of these proposals have been discussed at all with the public. We were told this phase of the project was on hold for later. So we have had no time to discuss or hear staff discuss the reasons for changes west of Howard. I do not think it is appropriate to comment on such changes when it is not part of the current process.

Seminary Hill Association recommended additional pedestrian crossings in our Alternative 4, so we are supportive of crossings at bus stops. We are NOT in favor of pedestrian refuge islands at these crosswalks. Unnecessary and an additional impediment to safe car travel. Large hawk signals may be a bit excessive for the predicted use of these crosswalks at Chapel Hill and Temple Beth El. The placement of 3 additional crosswalks in this one mile stretch of road seems excessive given the lack of pedestrian travel along this road.

Where to begin? The loss of one lane of eastbound car travel from St. Stephens to Zabriski seems like a prescription for car accidents for no reason. You will have cars having to make 2 different lane changes in a stretch of 4/10ths of a mile. Totally unnecessary except to provide the 8' buffer space which is not needed for pedestrians. Now the rationale for this loss of an eastbound car travel lane seems to be to try and replace a missing link of sidewalk on the north side of Seminary at a cost of \$1.5 million. This is a ridiculous expense and not necessary. The few pedestrians can use the south side of Seminary. You are creating a traffic nightmare on eastbound Seminary for no purpose. The traffic light changes at Quaker will certainly create even longer back ups at rush hour if you prohibit right turn on red, which is not necessary for pedestrian safety. Turning the left lane into the through and left turn lane will most certainly create more back ups in that lane as through traffic must sit behind cars trying to turn left onto Quaker. No matter what your traffic "studies" indicate, those of us who drive this stretch of road know this will create dangerous lane switching and extended back ups at this intersection, again for no valid reason. Please re-think this very confusing and counter-productive plan to confound drivers and increase accidents on what is now a very safe stretch of road. You are not making the roadway safer - you are guaranteeing that there will be more crashes as drivers weave back and forth amid disappearing and then reappearing

		<p>travel lanes. Please consider Seminary Hill Alternative 4 as a reasonable balance of safety for all users.</p>
<p>The roadway should be improved for vehicles only, not pedestrian or bicycles.</p>	<p>The level of foot traffic does not warrant these changes.</p>	<p>The roadway should be left the way it is or improved for vehicular traffic only.</p>

I think improving pedestrian access in this segment of the road makes sense. I also agree with maintaining 4 lanes is best to allow traffic throughput.

I do not support decreasing the number of traffic lanes at Seminary and Quaker. I think this will increase traffic gridlock at this intersection. The elimination of protected left turns will create back-up of cars attempting to go straight through the intersection and will encourage drivers to go around left-turning cars using the right-only turn lanes. This will increase and encourage risky, unsafe driving behaviors.

categorically object to a no turn on red at Seminary and N. Jordan. Pedestrian volume and accident statistics do not justify the delay to vehicles and the certain ensuing backup on Seminary. At least 50 percent of cars heading east on Seminary turn right onto N. Jordan. During most of the day, there are no pedestrians crossing the top of N. Jordan; plus, the vast majority of eastbound foot traffic also turns onto N. Jordan. This proposal constitutes a safety “enhancement” where no problem exists. Transit signal priority for buses also should be rejected. Already during the morning rush, traffic on N. Jordan headed to Seminary (and, most often, ultimately 395) backs up substantially. It can take 10 to 20 minutes to travel from Duke to Seminary, with the vast majority of the delay occurring in the queue waiting to turn onto Seminary, which can stretch all the way to N. Howard and further south.

The proposed locations for new crossings are acceptable. However, medians and median islands are wholly inappropriate as they will negatively impact First Responders’ reaching their destinations in the least time possible. First Responder vehicles must be able to utilize oncoming lanes to avoid cars that refuse to pull over or that can’t pull over due to traffic.

I vehemently object to reducing the number of eastbound travel lanes from two to one between St. Stephens and Zabriskie. Per staff’s own assessment, this is one of the safest stretches of major thoroughfare in the entire city; modifications are not justified. The listed impacts to vehicular travel times simply are not believable, particularly given staff’s decision to exclude any effect of bikes that choose to accept the city’s invitation to share the lane with cars. Additionally, a 2 percent growth factor does not reflect increasing residential and office density in Alexandria, especially in the West End, nor the constantly expanding cut-through traffic. More importantly, the president of Alexandria Fire Fighters Inc. Local 2141, Ms. Megan Ellzy, publicly confirmed last week that staff had not consulted the Fire Department. The firefighters local estimates that emergency response times will increase by approximately two minutes. In cases of heart attack and stroke, or a structure on fire, two minutes are the difference between life and death. Alexandria Police Chief Michael Brown also indicated last week that staff had not asked APD for input or a review of its proposal. Staff’s choice not to seek the advice of Alexandria’s First Responders is appalling and by itself invalidates the Staff Recommendation. Prior to any decision by the Traffic and Parking Board or City Council, Alexandria Fire, EMS and Police must confirm in writing that their response times will not be impacted whatsoever; these written evaluations must be provided to the

		<p>public. If any of the three departments states that the Staff Recommendation will negatively affect response capabilities or times, even by just a few seconds, it must be rejected. I also oppose instituting a no turn on red from Seminary to Quaker. Doing so would erase any traffic-flow advantage gained by limiting the right lane to right turns only. No turn on red when pedestrians are present would be fine. A blanket no turn on red is unnecessary and would impede vehicular mobility.</p>
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Not consistent with bike/ped master plan or complete streets policy - see below

Not consistent with bike-ped master plan or complete streets policy - see below

The recommendations above are not consistent with the pedestrian and bicycle master plan priority area #9: <<<<>>> While the pedestrian crossings and safety measures are excellent, they also need to be coupled with enhanced bicycle connectivity. As an employer in the City, we try to encourage our employees to use alternative modes of transportation to our office in North Old Town. Seminary Road is a priority corridor identified in the master plan. Regular every day commuting bicyclists need more space on Seminary Road to comfortably and safely use this corridor for transportation. If this is all you are going to do, then you have not come close to meeting the recommendations of the master plan. Please rethink this more detailed study and do what it takes to enhance connectivity for BOTH pedestrians AND bicyclists. In addition to the safety measures for pedestrian crossings, please add and address: - More aggressive traffic calming measures to slow vehicular speeds and behaviour that is outright hostile to bicycle riders - Increase space allocated for bicyclists by adding marked bicycle lanes at a minimum, buffered bike lanes, or cycle track - Finish the job with sidewalk connectivity - not just spot improvements - increase visibility of pedestrians and improve access to ALL bus stops Seminary Road needs to be designed as a Complete Street - for ALL users. Despite the 25 mph speed limit and the perception of stepped up enhancement, motor vehicles still go to fast, make reckless right and left turns endangering pedestrians and

		<p>bicyclists, and do not provide adequate separation between on-road bicyclist and the moving vehicle. If all this needs to be phased, design it so it can be phased and make sure that future improvements are consistent with what is going in now. Please live up to your commitment for Complete Streets</p>
<p>I strongly support option #3.</p>		

		<p>Please maintain the four vehicular lanes in this area, there is enough traffic as is, particularly as people use the seminary road area to get to/from 395. This is a suburban area that is heavily car dependent, often because people need to transport their children around, or need to access 395 for work, and adding more space for them to bike or walk will not change their need for that. If you are looking for ways to improve driving around Alexandria, why not think about addressing the unbelievable traffic that is Duke Street heading east in the evenings as cars line up for miles to get onto Telegraph Road.</p>
<p>These proposed changes will greatly increase traffic congestion. Exiting off I-395 after 3PM to Seminary after 3PM is already a nightmare as traffic backs up well past Kenmore and into the exit. Please leave Seminary at 4 lanes!</p>	<p>Pedestrian crossings will be used quite sparingly when compared to the traffic usage.</p>	<p>Traffic will simply bail out onto other interior roads. Seminary Road was developed as a 4-lane highway for a reason! And traffic will only increase as the population increases.</p>
<p>Not in favor of no turn on reds.</p>	<p>Improving crosswalks (visibility, #) is a good idea.</p>	<p>I see you did not include a specific comment block for the last item; what an underhanded thing to do. DO NOT remove any lanes from Seminary -- keep it 4 at Quaker. It is already a bottleneck at many times of the day/ week.</p>
<p>Above seems like too much of the same: too little safety; too little green (bikes); too little pedestrian safety... all for what but to appease a virulent, vocal, screaming minority. Many of these live on Ft. Williams -- and FYI, Ft. Williams was a four lane undivided street, but they wanted safety and lower speeds -- they got. Why should we put up with the Brac mess that you created.</p>	<p>See above -- more is better but doesn't go far enough. I reject the hybrid proposal.</p>	<p>Benefit analysis showed a hybrid solution that scored high marks for benefit accross the board, but it's not what you're proposing (once again -- the screamers: being responsive does not relive one of leadership decision and making the correct choices for safety.) Let's lead with the solution that structurally reduces excessive vehicle speeds, provide bike lanes for adults and children, and provides pedestrian refuge islands at bus stops. Let's meet the majority of the</p>

		engineering benefits and requirements, not go with the hybrid as it clearly doesn't meet or optimize the benefit mix.
Agree with proposed changes. In addition, provide 15 mph speed limit in front of Hammond MS. Sidewalk east of Fire Station is obstructed. Please move pole, wires and hydrant out of sidewalk to make it accessible.	Prefer crossing one lane of traffic at a time, not four. Please install pedestrian refuge islands and crosswalks as shown in Alternative 3.	Thank you for your hard work. It is appreciated but not acceptable as safety is still compromised. Please implement Alt 3 with center left-turn lanes, pedestrian refuge islands, buffer space, bike lanes and fill the sidewalk gap on north side of Seminary Road. Please change street sufficiently to reduce excessive vehicle speeds.
I have taken Seminary Road over the past 15 years going to and from work. Despite the high volume of traffic, this area does not have a history of high accident/traffic incident reports, based on police reports dating back to 2003. I have done the research and I would identify this street as a rather safe area. We have the no turn on red at the Seminary and Kenmore light which is where there are the most pedestrians crossing over to the shopping center and Kenmore building.	I am perplexed as to why we would want to "Narrow curb radii to slow turning drivers and improve pedestrian safety" when the hospital is right there. There needs to be room for traffic to move aside when ambulances are turning onto Howard. The tighter you make this intersection, the more danger you bring to moving traffic. I have biked in this area, and I value the open space for scoping traffic.	I work at a nearby school and see the volume of traffic in the am and pm every single day. You would do a total disservice to the commuters and neighborhood by making ANY changes.
Seem reasonable.	Seem reasonable.	I think this is a reasonable compromise and I support this staff-recommended design.

	<p>I am concerned that a no-turn-on-red regulation on east-bound Seminary Road at Quaker Lane will add to even greater traffic difficulties on south-bound Quaker Lane during afternoon rush hour. Can there be a common note about no-turn-on-red-when-pedestrians present to accommodate safety concerns?</p>	<p>I oppose the city's plan to provide a long stretch of Seminary Road as one-lane only in each direction.</p>
<p>I concur 100% with the views presented by the North Ridge Citizens' Association and five other City of Alexandria community civic associations, as communicated in a letter to the editor of the Alexandria Times in its June 6, 2019 edition: Please maintain EXISTING arterial traffic flows on Seminary Road. Please do NOT adopt the proposed shift from two eastbound car lanes to a single lane from St. Stephen Road to Zabriskie Drive, then reverting back to two lanes at the intersection of North Quaker Lane. Please do NOT adopt no right turn on red onto south bound Quaker Lane. If the City government does not prioritize and accommodate the views of the majority of residents of North Central Alexandria on the Seminary Road issue, I will join fellow citizens in seeking a change in all members of the City Council. It is time for City of Alexandria residents to take back our streets. The changes to speed limits on King Street and Quaker Lane. Green lighting scooters in Old Town. Allowing more and more restaurants and other enterprises in Old Town without requiring commensurate additions to parking capacity. Changing HOV restrictions through Old Town during the Metro shutdown, thereby making congestion even worse. And now the proposed</p>		

<p>recommendations for Seminary Road. The City Council is increasingly vulnerable to citizen opposition these initiatives.</p>		
		<p>I would like to see option 3. I regularly drive to work westbound on Seminary Rd. On average 6-8 cars pass me as I drive the speed limit. I see drivers weaving around myself and the few other drivers who actually drive close to the speed limit. There really needs to be a sidewalk on the north side and bike lanes. Having either direction go from two lanes to one lane provides drivers with an opportunity to behave badly by cutting other people off. I avoid driving Seminary Rd. eastbound- it is not safe.</p>

<p>These are good improvements, but insufficient for the corridor's long-term needs.</p>	<p>More crossings are good, but without sufficient changes to the roadway could create even more hazards by providing a false sense of security.</p>	<p>I do not live nor work in this corridor, but travel regularly to meet friends and would like to be able to travel more frequently (including to shop/visit restaurants/etc). I am disappointed that the city chose to mix the two alternatives that scored the lowest out of the 3 offered. This is most obviously the case when it comes to the "controlling speed" factor. While I understand concerns about congestion/traffic, throughput is no good without safe conditions for all. I hope the city can reconsider its plans to implement the road diet that is desperately needed to allow residents to freely traverse this area without significant impact on travel times.</p>
<p>Efforts that reduce road capacity for cars are ridiculous. It seems staff have been listening to people with a limited agenda</p>	<p>Nothing to add</p>	<p>Staff is brainwashed</p>
<p>I strongly support a 15 mph school speed limit near Hammond Middle School. We must make sure to prioritize the safety of children at school. The narrow sidewalk just east of Fire station #206 on Seminary Road is obstructed. Please move the telephone pole, wires and fire hydrant out of the sidewalk to make this sidewalk accessible.</p>	<p>Please install pedestrian refuge islands and crosswalks as shown in Alternative 3. Crossing multiple lanes of traffic at a time is incredibly unsafe. I strongly prefer crossing one lane of traffic at a time, not four.</p>	<p>I am incredibly disappointed with the recommendation by city staff. The alternative they recommended compromises safety and is unacceptable. Please implement Alternative 3, which scored the highest for safety, and had tiny tiny delays for car traffic. We need to reduce excessive vehicle speeds, and add center left-turn lanes, pedestrian refuge islands, buffer space, bike lanes, and to fill the sidewalk gap on the north side of Seminary Road. Without these steps, Seminary Road will remain an incredibly unsafe road for users.</p>
<p>I am opposed to ALL proposed changes. Leave Seminary Road to stay as is. The options only continue to impede traffic on this vital cross-street for the City. It is increasingly impossible navigate this City without significant delays. I</p>	<p>None seem sensible.</p>	<p>Leave the road as is!</p>

<p>have lived here over 40 years and these plans are ridiculous. Listen to the citizens.</p>		
<p>I commute on seminary every day as I drive home from 395 to Taylor run. I think the single lane sharrow is a mistake, because cars will be delayed by cyclists going 10mph. Aggressive and intolerant drivers will go around cyclists and/or cars sharing the sharrow with the cyclists. Eventually an accident will force everyone to reconsider the lane reconfiguration. I think you should use alternate 3 which introduced protected bicycle lanes on both sides of the road. The benefits will be felt 5 or 10 years from today. The impacts are immediate and it's easy to oppose any change. Please reconsider the design and either do alternate 3 or alternate 1. You are trying to satisfy everyone by taking a little of this and a little of that. Unfortunately, the result of this design is something that does not address either side's issues and creates problems which will need to be resolved in 5 to 10 years again.</p>	<p>They are fine. Need to do something better for the intersection at the library near 395</p>	<p>Very good meeting on May 30. Too bad some people are too attached to their cars and can't give up 20 seconds before sitting idle at the traffic light. They must be very important. Maybe if they had a drone, they could get more done in one day. I wish I had the opportunity to speak. I wanted to say that the average audience age was close to my age - the late 40's. They fail to realize that the younger generations do not have the same attachment to cars as they do. In fact, the 14 year old in the audience, would have probably liked bike lanes. It's not just about providing cyclists with. Bicycle facilities. it's about creating safe, comfortable, and meaningful experiences that will encourage people of all abilities to walk and bike to destinations that are within our community. Maybe the lady that drives 7 blocks to work for her commute would be willing to get on a bike or walk if the network is better connected.</p>
<p>The recommendations completely ignore the concept of making Seminary Road more friendly to cyclists. The west end of the city is generally cut off to other parts of Alexandria for cyclists and the routes that do exist are perilous. Don't botch this chance to make a city street safer for all vulnerable road users as well as motorists!</p>	<p>adequate to address pedestrian safety but completely lack consideration for cyclists</p>	

<p>Keep Seminary Road at FOUR FULL LANES! Your recommendation is INSANE!!</p>	<p>I agree with Seminary Hill Civic Association Alternative 4! Listen to the local residents wishes!!!</p>	<p>The staff recommendation is positively CRAZY! If the seminary residents want a sidewalk then let them cross the street and use the existing sidewalk!! And bicycle lanes make no sense either! The 20,000 cars which traverse that road daily should be unimpeded—not to mention the fire engines and other emergency vehicles which may need to get through!! I am a disabled senior citizen with stage 4 cancer. I cannot use a bike to get to my many medical appointments. I cannot walk to the appointments. I cannot use mass transportation either. I need my CAR and I need Seminary Road to get to Kenmore where my doctors practice!! Don't be swayed by minority special interests. If 72% of the LOCALS are against your stupid road diet it is a CLEAR MAJORITY!! Do NOT spend \$1.5 million tax dollars on a Seminary sidewalk!! Let them build their own sidewalk! It's not like they pay any property taxes! In summary: go with Citizens Alternative #4!!!</p>
<p>Strongly support 4 lanes and ped X walks. Left turn onto Quaker from Seminary will be a nightmare and there will still be drivers cutting to get in right hand lane. I believe the cross walks could be funded by a permanent officer enforcing the speed limit.</p>	<p>Great idea since I am a daily walker. (See many more of us than cyclists!!) As I said above, fund these with speeding ticket fines. The end result will be safer driving and/or better crossing for pedestrians.</p>	<p>It appears that they listened to the residents to a degree, but there is much more that should (or shouldn't) be done.</p>

<p>A barrier preventing jay-walking across Seminary to the bus stop should be installed. The bus stop on the north side should be moved closer to the intersection or placed in front of the library.</p>	<p>I have no problems at all with additional pedestrian crossings and/or stoplights. I do have a problem with the installation of any medians. When considering a sidewalk on the north side of Seminary, failure to partner and coordinate with Episcopal (a tax-exempt entity reaping the benefits of my tax dollars) is simply....ignorant and shows a lack of vision by the city. Yes, Episcopal should allow the City to encroach on its lands and should pay for the walkway itself...even if it also benefits other Alexandrians.</p>	<p>City staff is called upon to evaluate changes to roads when roads are scheduled for re-paving. It does NOT mean those changes need to be implemented! The voices of the citizens MUST be heard. The studies performed by the City were inadequate and used faulty metrics (e.g., the city is incapable of sync'ing street lights elsewhere, why does it believe it can sync them for this study?). More than 1,200 residents have signed a petition to maintain the current 4 travel lanes for cars. The City has ignored these residents. It's clear to me that the results of this questionnaire will be ignored as well. I hope the City proves me wrong. All members of city staff and council will be held to account if you do not abide by our wishes. Finally, this survey does not capture all of the changes proposed by the City rendering it useless. Shameful.</p>
<p>The Seminary Hill Association proposed a plan it termed "Alternative 4," which suggests maintaining 4 lanes of car travel along with safety improvements including: reducing the width of those 4 lanes to slow speed, creating light-activated crosswalks for pedestrians, providing a 3' buffer on each side of the roadway, and calling for increased speed enforcement along Seminary Road. The Seminary Hill board voted overwhelmingly for this option, and a large majority of our residents have expressed support for this alternative. In addition to this proposal, I want a crosswalk AND a stoplight installed at Ft. Williams Parkway and Seminary Road. I live 0.43 miles from the</p>	<p>I agree with the pedestrian crossing at Ft. Williams Parkway and Seminary Road. But, more importantly, a stoplight at this intersection is needed! If the stoplight is installed, there will be no need for a median island!</p>	<p>More than 1,200 residents have signed a petition to maintain the current 4 travel lanes for cars. The City has ignored these residents. It's clear to me that the results of this questionnaire will be ignored as well. I hope the City proves me wrong.</p>

<p>intersection of Ft. Williams Parkway and Seminary Road. I use Seminary Road every day.</p>		
<p>Why are safe pedestrian crossings along term goal? They should be first. So many people walk in this area and it's so unsafe</p>	<p>Why remove pedestrian only signal? It's so unsafe there and that's the one opportunity pedestrians have to safely cross.</p>	<p>We need Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding I bike to work daily at the Mark center and we need safer roads in that entire corridor for cyclists and pedestrians. Plus enforcement of the laws. Speeding and aggressive driving are major problems in that area Sadly we need to look at Arlington and how they are prioritizing safety of their pedestrian and cycling citizens. Look at Shirlington and what they did recently with the new island and median at Walter reed and the bike trail. Alexandria made a commitment to complete streets but seem to be not so committed. I had faith in who I recently elected would follow through on these plans.</p>
<p>I do not believe that Seminary Rd should be narrowed to one lane eastbound from St Stephen's Rd to Emmanuel Church. The road should remain two lanes in each direction. The addition of a crosswalk is fine but I'm a Alex resident and NOT in favor of this kind of road narrowing of pre-existing roads.</p>	<p>Pedestrian crosswalks are fine and benefit many people. Not so much removing a lane.</p>	<p>Please don't use a sledgehammer response to an issue that could use a more nuanced approach.</p>

<p>Please don't do it! It feels like you are trying to punish the residents of Alexandria that work in Dc. First you slowed Quaker lane down and now seminary. Not everyone is as elitist and can bike to work in Alexandria. Most of us have to drive into dc for work. Be a bit more respectful to your residents!</p>	<p>Great add new crosswalks, but don't cut back the lanes! Also time the lights so they act in order!</p>	<p>Do not press the number of lanes!</p>
<p>These are fine, they improve pedestrian safety and visibility without eliminating lanes or backing up traffic.</p>		<p>Don't change the lane configurations—they will only back up traffic even worse. Don't get rid of the slip lane from Howard to Seminary, in fact, the change there should be to do a left-only arrow, then make the left turn lane left and through. Make the right lane right and through. The right lane gets backed up. Don't change or eliminate lanes to create further traffic chaos—it's bad enough as it is!</p>
<p>Overall, this proposal is better than others but as with numerous other residents, do not see the need for narrowing Seminary by a lane or more. It's just not needed; the pedestrian and bike traffic is minimal. In addition, creating one lane for thru traffic and left turn traffic from Seminary to Quaker is ridiculous! I live on Trinity and during rush hour can not turn left from Trinity onto Quaker so I drive Fort Williams to Seminary in order to turn onto Quaker. Removing the left turn lane will back up the thru lane significantly.</p>	<p>I am in favor of improved pedestrian crossings. I do not understand why the Episcopal Seminary can't be require to create sidewalks on the north of Seminary.</p>	<p>I support the changes west of Howard street where I see the most pedestrians and jay-walking.</p>
<p>I believe option 3 is still the safest for people who need to cross the road.</p>	<p>I don't believe the new proposals are as safe as alternative 3, which also has more options for bike lanes.</p>	<p>Option 3 is still my preferred option.</p>
<p>bike lane from St Stephens to Jenney's connection would be crucial in my bike commute.</p>	<p>not sure about this</p>	<p>seminary road needs a bike lane!!!</p>

<p>I have no comments on the proposed changes west of Howard.</p>	<p>As a 20-year commuter to Washington, I request all four driving lanes be kept as-is. Any fewer lanes will result in longer commutes, shift traffic to Quaker and other thru-streets, and impede hospital and fire department vehicles that need emergency access to Seminary.</p>	<p>It is insanity to narrow Seminary to one lane each direction for any length of this heavily-traveled thru street.</p>
<p>I dont use this area so I do not have comments</p>	<p>I agree that more crossings are needed</p>	<p>reducing eastbound seminary to one lane will cause massive traffic tie ups. Traffic backs up the hill towards Beth el as it is and changing to one lane will make things worse. The answer would be to widen the road to allow the traffic lanes to continue and to provide additional bike and pedestrian access</p>
<p>Traffic on Seminary Road needs to be calmed more. Add bike lanes and redesign the road to slow traffic. Stop treating non-motorists (i.e., pedestrians and cyclists) like second-class citizens. Create bike lanes, safe crossings, complete sidewalks, and easy access to bus stops.</p>	<p>Two lanes in each direction is unnecessary and guarantees that traffic will continue to routinely exceed posted speed limits. Use one of the lanes to create a bike lane in each direction.</p>	<p>In spite of the city's professed commitment to complete streets the changes proposed by the city fall short of what is needed to support bicyclists and pedestrians. Give us bike lanes on Seminary, redesign the road to slow speeding vehicles, give pedestrians safer crossings, make sidewalks complete, and prioritize safe and easy access to bus stops.</p>

<p>There should be no preference given to buses over cars. Pedestrians routinely cross against the light, putting themselves in danger. Drivers shouldn't be penalized for the actions of reckless pedestrians.</p>	<p>There is no median island needed. It will only encourage kids to run across against the light because they would be able to make it half way. Keep Seminary 4 lanes and don't increase the chance that pedestrians will engage in reckless behavior.</p>	<p>I think it is absolutely ridiculous that you didn't ask for input on the unbelievable changes you want to make from St. Stephens to Quaker. This is why no one trusts the leadership behind this project. KEEP SEMINARY ROAD 4 LANES. The east bound right lane ROUTINELY backs up past where your 1 east bound lane would widen to 2. Because of the traffic at this intersection, traffic would be horrendous and drivers would try to cut past traffic in the west-bound lane so that they can make a left turn or pass through to Janneys. If the Seminary wants a sidewalk so badly, they can find land that isn't an ARTERIAL ROAD to build one. Listen to what the absolute majority of Alexandrians want and do what is right - keep Seminary Road 4 lanes. We don't need lane reduction, bike lanes, temporary sidewalks, and medians on our ARTERIAL ROADS. The city government's pet projects shouldn't come at the cost of the MAJORITY of Alexandria residents.</p>
<p>none</p>	<p>none</p>	<p>retain 2 lanes eastbound, east of St. Stephens. You show no compelling reason to remove one of them. Why can't the city just listen to the people, who overwhelmingly reject the removal of lanes? It is clear the city is motivated by ideology and social engineering, not any real traffic need.</p>
<p>Keep Seminary 4 lanes.</p>	<p>Keep Seminary 4 lanes.</p>	<p>Keep Seminary 4 lanes.</p>

<p>These are excellent suggestions to enhance the road and pedestrian safety near our public library, hospital and middle schools.</p>	<p>These are positive changes that should improve pedestrian safety. It is unclear if a traffic study has been done to see if the lane closures and medians will slow traffic enough to encourage less cut-through traffic, or if it will bottleneck more.</p>	<p>I believe the lane closures may have an impact on traffic flow through the adjoining neighborhoods and it's unclear if this will continue to force traffic through to Janney's lane, or make it easier to access quaker then Duke by making the traffic slow. Until the problem of moving cars off Duke Street to Telegraph Rd. is solved it's probably likely traffic will continue to flow through Taylor Run and Clover-College Park. The pedestrian safety measures, including a new sidewalk, and no-turns on red are positive enhancements to this dangerous intersection. A flashing beacon at the intersection of Quaker and Janneys/Seminary Rd. would further enhance safety.</p>
<p>Staff seems to be ignoring the community. I do not understand why staff is pushing for bicycle lanes where so few people ride compared to the thousands that use the road. Has staff done a survey of how many pedestrians utilize seminary road. There are no business or significant organizations that people need to walk to on that stretch of road. The bulk of residents in that area are car dependent with single family homes and based on survey results residents nearby prefer maintaining road access not reducing it. Keep 4 lanes available on Seminary road. We already have too much traffic in the city and bike lanes are not going to reduce - we need more roads and since we do not have room to build more roads we should not be taking actions to reduce the number of roads we do have.</p>	<p>Do not reduce the number of vehicle lanes simply to add pedestrian crossings.</p>	

<p>The proposed changes seem to provide a lot of new features for pedestrians which is great, but considering how pedestrians typically arrive to major locations on this corridor, i.e., public transit, it is disappointing the proposal does not contain more improvements and accommodations for transit. People arriving by transit need safe and complete areas to wait and to walk to their destination. Walking along this road does not feel safe, and I'm not sure simply adding crossings will accomplish this.</p>	<p>As noted above, although the crossings are undoubtedly helpful, they don't really make this stretch of road a complete street because the number of lanes and speed of traffic makes it feel unsafe to walk along this street. Additionally, if the staff was willing to insert additional pedestrian crossings and accommodations to interfere with the current flow of traffic/level of service, it is disappointing that they did not incorporate a road diet as well to better accommodate modes other than single occupancy vehicles. There would have also been a synergy after a road diet to reduce traffic speed while maintaining the level of service, making pedestrians and bicyclists feel safer.</p>	<p>The staff recommendation looks like a half-measure that is not consistent with a complete street or the city's adoption of Vision Zero. How will citizens view this staff proposal in 20 years?</p>
<p>The changes are so ridiculously convoluted that I wonder what is driving the staff's recommendations. Either reduce lanes for the entire length of the road or leave it as it is. To have two east-bound lanes everywhere except from Saint Stephens to Zabriskie makes no sense. It appears that the city is pandering to a few folks living on that section of Seminary and that is not the way government is supposed to work. I prefer keeping the road as it is, but going from two lanes in each direction, to two lanes with one being a right turn lane and then narrowing to one east bound lane before going back to two east bound lanes at Quaker confounds me. Things just don't need to be so complicated. I can see lots of cars making quick, unexpected lane changes.</p>	<p>The pedestrian crossing at Saint Stephens (west side of intersection) is a good idea, I think, but could be problematic combined with making the right-hand lane a right turn only lane. Too many people just breeze on through those turns without stopping first. Pedestrians will need to be highly vigilant even in the marked crosswalk there. Marked crosswalks at Fort Williams with a pedestrian walk light would be good. No medians needed.</p>	<p>This seems to be an incredibly indecisive process. With all the plan changes throughout, it is hard to have faith in the city staff. If any change is necessary, which I doubt, the waffling on what is safest and best shows a lack of expertise.</p>

I support all improvements	Absolutely support.	
There is no need to change the current structure. Traffic is already bad on this stretch and taking away any room for traffic will make it worse. Please don't repeat the mistake that was made on King a few years ago. Traffic volume has remained the same and there are no additional bikes or pedestrians. We need lanes to accommodate traffic.	Not necessary.	No changes necessary. Will make traffic and living conditions worse for city residents.
The city's proposed plan is a solution in search of a problem. The statistics show that there is no safety issue for this section of Seminary Rd. 26,000 cars use this street daily, bicycle and pedestrian volume is negligible. The present 4 traffic lanes on this major arterial street should be maintained.	There have been no pedestrian/vehicle accidents on this section of Seminary Road, why over-engineer a solution to a problem that does not exist?	Please listen to the overwhelming majority of local residents who request and support maintaining 4 traffic lanes on Seminary Road.
Generally I'm not opposed to these changes, but what about enforcement of the speed limit on Seminary?	The proposal to reduce the number of lanes anywhere on Seminary Road is nonsense. The traffic on Seminary needs to flow freely, not into the bottleneck that will be created when the lanes are reduced. This action will negatively impact everyone travelling through the area, as well as residents who will experience increased cut-through traffic in their neighborhoods.	I find it OUTRAGEOUS that the city is pursuing these changes, based on "staff recommendations" and completely ignoring input from West End residents. Why have residents' concerns been ignored throughout the process?
I just want to keep it the way it is. People like it. Leave it alone.	Pedestrian crossings are fine, but I wouldn't change anything with the lanes.	There are not enough bicycles as compared to how many cars to justify any lane changes or bicycle lanes.
One change that has been overlooked is that the right lane on Seminary at Library Lane light is marked through and right turn. It is not a through lane! The "through" arrow should be removed.	Mark the crosswalk at Library Lane which may already be on the upgrade list.	Please consider facilitating the flow westbound on Seminary from Kenmore, especially for traffic going over the bridge

<p>Removing one eastbound lane between St. Stephens Rd and Zabriskie Dr will have a negative impact on commutes and traffic through both Seminary and Ft Williams Highway. If pedestrian access is truly the goal, then turn a lane on Seminary into a reversible lane with a Lane-Use control signal so that travel Eastbound during the afternoon rush hour remains on two lanes, leaving one lane westbound during those times and three lanes between Zabriskie and Seminary; one for dedicated left turn, one for dedicated right turn, and one for through traffic. Eastbound lane approaching St. Stephens becomes right-turn only will probably increase the chance of accidents as every eastbound driver will have to merge left. This proposal doesn't maximize lane usage at all nor does it provide any additional safety to pedestrians.</p>	<p>Yes to new pedestrian crossings with flashing lights for drivers to easily spot them.</p>	<p>I am against reducing lanes on Seminary Eastbound, particularly during rush hour. If anything, we need more lanes there. We also need a traffic light on Ft Williams Pkwy and Seminary. It makes no sense for St. Stephens Road to have one, but not for Ft Williams Pkwy. A traffic light will help get in and out of Ft Williams and make it safer for pedestrians on that intersection.</p>
	<p>do not make right lane dedicated to right turn only (at St Stephens Rd) keep 2 lanes in both directions at all times. Confusing and dangerous to keep changing lanes.</p>	<p>develop a new Alternative 4 with four vehicle lanes, a lane width reduction and significant pedestrian safety improvements.</p>
<p>St. Stephens Rd to N. Quaker Lane should remain 4 lanes, 2 in each direction! Right turn on red should be allowed. Traffic will back up without it.</p>	<p>The noise associated with the signals will be disruptive to the neighborhood.</p>	<p>Staff should reconsider option #4 as it was originally presented. It included 2 lanes in each direction and made improvements to pedestrian safety without compromising traffic flow.</p>
<p>Absolutely ridiculous! I drive it everyday. It is a major artery for this area. From 3 pm on traffic is backed up from the light at Quaker Lane for a quarter mile at times. Where will the traffic go? Leave it alone.</p>		

<p>I am not in favor of staff's May 30 recommended changes which creates three different lane configurations along this stretch of Seminary Road (N Howard to Quaker) as I imagine it will confuse drivers and negatively impact traffic flow. I support a "road diet" concept that creates protected bikes with flex posts, sidewalks on both sides with updated ADA compliant curbs at intersections, high visibility crosswalks to allow for safer crossings, and a center turn lane as included in original alternative 3. If financially possible, I would be in favor of having a 12-month pilot of a "road diet" to allow residents and commuters to experience the proposed change and for the City to gather real-time data on its impact. I would add any pilot needs to happen sooner rather than later to allow for comparison considering the current (i.e. WMATA Summer Shutdown) and potential travel changes (i.e. increased # of travelers due MacArthur ES using old Patrick Henry ES as swing space) which will undoubtedly impact traffic patterns and flow.</p>	<p>I am in favor of high visibility pedestrian crossings as we need to improve pedestrian safety for residents particularly in our high density neighborhoods in the West End and Arlandria/Chirilagua.</p>	
		<p>Seminary Rd should NOT be reduced to one lane each way from Quaker Lane to St. Stephens Rd. This will bottleneck traffic and cause additional traffic to the surrounding neighborhood. To maintain better traffic flow Seminary Rd should be two lanes each way from Quaker Lane to 395</p>
<p>The narrow sidewalk just east of Fire station #206 on Seminary Road is obstructed. Please move the telephone pole, wires and fire hydrant out of the sidewalk to make this sidewalk accessible.</p>	<p>I strongly prefer crossing one lane of traffic at a time, not four. Please install pedestrian refuge islands and crosswalks as shown in Alternative 3.</p>	<p>The staff recommended alternative compromises safety and is unacceptable. Please implement Alternative 3 with center left-turn lanes, pedestrian refuge islands, buffer space, bike lanes, and also fill the sidewalk gap on the</p>

		north side of Seminary Road. Change the street sufficiently to reduce excessive vehicle speeds.
I am in favor of all improvements to increase pedestrian safety, particularly LPIs, crosswalk markings, crossing lights, road diet actions, and ample sidewalks.	I support all.	I do not think drivers pay enough attention to Rectangular Rapid Flash Beacon (RRFB) - they are useless on the Telegraph/Duke ramps. I much prefer HAWK pedestrian crossings because drivers will respect a red light hanging over their head, while they ignore a flashing yellow off to the side.
Agree	Changes between St. Stephens and Zabriskie are unreasonable. The area where a lane is reduced in order to provide additional pedestrian access is in an area where there is limited pedestrian traffic. The area would allow pedestrians to "walk in the street" along the side of the VA Theological Seminary, however, there are no buildings fronting this area of the roadway. It is nonsense to create a walkway for pedestrians that don't exist. A sidewalk is on the other side for users of the road accessing residences and businesses along The south side of Seminary Rd.	I regularly bike throughout Alexandria. Even with a road diet and sharrows, I would not utilize the bike lanes on Seminary Road. They lead to nowhere (I-395) and are too hilly to comfortably use for a leisurely ride. In my opinion, any bike lanes would be used by residents in the immediate neighborhood. If neighborhood residents aren't clamoring for them, don't build them.
Do not explore any more traffic monitoring or cross walk studies at Kenmore and Seminary. That cross walk is fine; don't waste precious city funds trying to improve something that isn't broken. Do not consider any "No Turn on Red" options. Restricting right turns on red lights when no pedestrian are present is foolish. You can consider "No Turn on Red when pedestrians are present" options. Do not consider any LPI	Do not install two additional pedestrian crossings between St. Stephens and Zabriskie. Just upgrade the crossing at Ft. Williams with a HAWK signal. These two unnecessary additional crossings will cost lots of money for their infrequent usage.	Do not remove the slip lane for southbound Howard to westbound Seminary. The slip lane crossing is less than 12 feet and there is an island to protect pedestrians once theycross. Do not narrow curb radii to slow drivers and improve pedestrian safety.

<p>options. Pedestrians have plenty of crosswalk time and LPIs just slow traffic unnecessarily.</p>		
		<p>Please observe how people in the apartments near Hammond are crossing the street. The location of the crossing area is ineffective and I have almost seen people be hit. It is very scary.</p>
<p>The recommended changes do not do enough to protect pedestrians and cyclists.</p>	<p>Maintaining 4 lanes of traffic still allows for a speeding and passing and really doesn't do much to improve safety of cyclists.</p>	<p>Alternative 3 received the highest score and should be the clear choice. The current proposal doesn't do enough to improve the route for all modes of transportation.</p>
		<p>These are all good changes, but I feel quite strongly that the original Alternative 3 plan to create more safe space for pedestrians, cyclists and scooters is necessary. All previous such improvements in the city have demonstrated that the streets are safer for ALL users without significant reductions in travel times.</p>
<p>Making it safer to cross the street in order to get to and from the Seminary (3737 Seminary Road) to access the homes and the bus stop on the opposite side is a good idea. BUT traffic already gets delayed during peak morning and evening drive times so the proposal that maximizes flexibility for dealing with cars for those of us who must commute via personal automobile is preferred.</p>	<p>These are the best things about the proposal. Especially being able to get to and from the bus stop and the faculty homes more safely is appreciated.</p>	
<p>I do not want to see any reduction in traffic lanes for motor vehicles.</p>	<p>i oppose addition of any medians that would reduce traffic lanes.</p>	

<p>Leave Seminary Rd as it currently is. DO NOT take away ANY lanes of traffic.</p>	<p>NO</p>	<p>Listen to the RESIDENTS that this will impact. NOT the bike mafia or people that don't live in this part of Alexandria</p>
		<p>Alternative 3 is the right move to make; even if it is not the easiest. Whatever we choose here will be in place beyond 2030 at which point the City will need to reduce community-wide greenhouse gas emissions by 50%. That will only be possible through mode shift away from driving toward biking, which will only happen if we have low-stress connected bike facilities. There is strong public support for action on climate change, but City leaders need to help residents understand what that translates to in terms of City policy, project design, and individual action.</p>
<p>I oppose this because it does nothing to make it safer for cyclists. I've had drivers yell at me that I'm breaking the law when I take the lane. Angry operators of 2-ton vehicles are dangerous. This does not demonstrate a commitment to Vision Zero. I urge the City to reject this and go with alternative 3.</p>	<p>The beacons will be a positive change. It would be nice to see leading pedestrian signals between Howard and St. Stephens, also, as well as a reduced speed limit and a buffer, like the bike lanes in alternative 3 would provide.</p>	<p>Did staff just look at the numbers of respondents to the previous survey and let majority rule? There are more drivers than pedestrians and cyclists so I'm sure there were more responses in favor of the status quo, i.e. pro-car design. But the City should be protecting the more vulnerable users, not making it a popularity contest. Cyclists and pedestrians continue to get injured and killed in Alexandria and I am very disappointed that, when faced with an opportunity to make this road safer, staff is recommending the alternative that is "0" in terms of increasing cyclist safety and only a "1", or minor improvement, for pedestrians. Please show a true commitment to Complete Streets and Vision Zero and opt for alternative 3.</p>

		I support alternative 1. I drive this stretch of Seminary...as well as the part of King street with the "new" bike lanes daily. Please don't do to Seminary what you did to King. We rarely see bikers on King and there just isn't enough room for bikers and cars to safely ride side by side.
Improvements to crossings and sidewalks are urgently needed for safety and accessibility. These should be short-term projects. Do not wait for someone to be killed or seriously injured here	Improvements to pedestrian crossings are useful but do not address the problem that unsafe speeds of vehicles on Seminary Road keep anyone walking or crossing to/from a bus stop from feeling safe.	The staff recommended design does not address the elephant in the room, unsafe speeds on Seminary Road that keep pedestrians from feeling safe while walking there. Better sidewalks and crossings do help but are not enough to address the real safety issue here. The Three lane alternative would make the road safer for everyone while not impeding drivers from getting where they want to go on time.
Seminary road is dangerous for bikes. Almost hit a few times by a car. Pls fix it thank u!		

TOTALLY DETRIMENTAL to the citizens: you will delay emergency police, EMT, Fire Dept personnel response times. You will fail to protect members of Beth El Synagogue in case of emergency or attack. You will cause harm to citizens who would need medical treatment by ambulance to Inova Hospital. Cancel the scooter program. Use the money to build continuous cross walks. Put in more speed bumps and traffic cameras. Focus on Alexandria citizens who pay thousands of dollars on real estate taxes. Do Not Listen to lobbyists who do not live, do not work, and do not rely on emergency services in Alexandria surrounding this area! We pay our taxes so that the city can provide emergency services to us. Not Oregon, Not Washington State, Not Washington DC! We are working on making and assuring that our neighborhood is safe but also transport oriented. We all did not agree to allow the Mark Center nor the Trade mark and Patent Office nor Amazon. We have been complaining about the lack of discussion about Waze through our neighborhood. You have not responded with alternatives such as busses, trolleys, adding more lanes. You must respond to our requests now. We do not agree with the premise that all citizens should give up their cars! You cannot force Mark Center, Patent office, Science Foundation, Amazon on us and then pretend that you want less cars. Your plans have not solved no subway station to Mark Center. Biking and scootering around this suburb is not the safest form of transportation. Study the

All pedestrian crossings and intersections need to have flashing lights buttons on both sides of streets: Duke Street, King Street, Braddock Road, Little River Turnpike, Washington St, Seminary Rd, Janeys Lane, Henry St, Patrick St.

Bicycles and scooters waste tax payer money by spending money on the contracts of rental agencies- bike share, scooter share. Spend money on fixing the above intersections, speed cameras. Lose the bike share full time paid staff. Use the George Washington Parkway bike and pedestrian paths constructed off of the roadways.

emergency room numbers of cities with scooters and you will see increased injuries- same for bike accidents. This is a commuting suburb, this is not the countryside with special bike lanes. You made it this way. You increased the density to the maximum and apparently you will continue to push us all around according to your whims. Pretending you are resolving and pressuring for citizens to not be able to get to work or to their homes. Bicycles and scooters are no solution. Your whole premise is totally flawed. You are wasting tax payer money. Increase the safety of pedestrians and the public by installing speed cameras, intersection cross walk flashing light buttons to alert motorists since your lighting on the street is dismal.

Improving visibility of all crosswalk: Agree
Recommendations for the Pickett and Seminary intersection: Do NOT Agree. Having lived on Pegram over 30 years and held hostage by the light configuration at Seminary & Pickett, the proposed change would make the residents a prisoner of Pickett Street. During non-rush hours it sometimes takes me almost 10 min to go 1 mile. And when the parents are queued to pick up those children that are not bussed, the time more than doubles. Sidewalk improvement: The children that walk home mostly go West and North of Hammond to the high density dwellings. Those taking Pegram St spill out into the street since there is NO sidewalk on the other side and the existing sidewalk is so narrow. Improving the sidewalk on Pegram would be more useful [more foot traffic] than improving the sidewalk at the intersection of Pickett and Seminary. Better child pickup management is needed. The changes to the intersection of Pickett and Pegram didn't result in any positive improvements. In fact it required several rebuilds since large vehicles couldn't make the sharp turn and either knocked the sign in the median or drove over the curb [not very well thought out]. Essentially we have only increased our pollution level with idling motors. A couple of strategically spaced speed bumps would have been sufficient to slow down traffic. I believe there is a new petition requesting the addition of more speed bumps on Pegram. No Right on Red and Transit Signal Priority: Do NOT

Pedestrian Crosswalks: Chapel Hill and Seminary- Not really. Why the need, don't envision foot traffic to visit neighbors across Seminary. St Stephens and Seminary - May be used, schools and Synagogue on other side, provides reason for walking. Median island and pedestrian hybrid beacon between St. Stephens Rd and Ft. Williams Pkwy and Median island and Rectangular Rapid Flash Beacon (RRFB) between Ft. Williams Pkwy and Zabriskie Rd: Do not Agree to creating medians anywhere on Seminary Rd. Seminary has become a major artery between Old Town, Crystal City and Shirley Hwy, probably not as originally intended. Creating zig zag driving conditions would increase road incidents. Hopefully there is sufficient foot traffic to justify the expenditures for crosswalk improvements east of N Howard. Consolidate bus stops on the southwest corner of the intersection - Yes

Howard and Seminary Intersection: Remove slip lane for southbound Howard to westbound Seminary - Absolutely NO. The protected turn prevents unnecessary backups at this intersection. No need to increase pollution especially around the Hospital. Narrow curb radii to slow turning drivers and improve pedestrian safety - Absolutely NO. Due to volume of vehicular traffic, speeding not often possible. Budget could be applied to more pressing issues. St. Stephens Road to North Quaker Lane Do Not Agree to removing any lanes on Seminary Rd. If sidewalks are needed [and would actually be used] consider implementing Eminent Domain. Would this crosswalk actually be used. Mostly see trees in this neighborhood? Reducing any lanes on Seminary would only push congestions towards Shirley Hwy and impair Ambulance and Fire Emergency response times. North Quaker and Seminary: Do Not Agree to remove exclusive eastbound and westbound left turn lanes and convert the Left-to a combined left and through lane and the Right into Right only. This configuration would really snarl traffic. The north bound Quaker lane traffic would effectively be reduced to one lane when accommodating those stopped to make a Left turn. Whereas sharing the Right lane would have NO impact on drivers going north on Quaker. And what is the rationale to convert the right turn lane into a right-ONLY lane? Where is the highest density of residents and where are drivers turning most frequently? Do

Agree with either. Eliminating Right on Red would turn Pickett St into a parking lot since this intersection also handles pickup traffic from the other end of Pegram [Polk Elementary School]. When school lets out, Pegram has almost as much traffic as Seminary with cars, busses and foot traffic. Can't get out of my driveway. Adding a Transit Signal Priority would result in a backup down to Polk. Why should we waste more tax dollars to increase pollution caused by vehicles idling on side streets especially during non-rush hours! I would not want to think that someone died because traffic was backed up around Alexandria Hospital! I believe the real issue is how to better manage traffic during our rush hours. Why impose restrictions on residents that live in these neighborhoods just to solve traffic problems that mainly exist during rush hours. Suggest incorporating flexible traffic control mechanisms that can adapt to traffic conditions [Self-Adaptive Traffic Signal Control Systems]. The addition of the BRAC has created dangerous driving conditions in the West End. Now what will happen when Amazon's traffic is added to the Mix? Has any analysis been done for the anticipated traffic? Here's a link to an analysis of several adaptive systems available today, <https://www.omicsonline.org/open-access/analysis-of-adaptive-traffic-control-systems-design-of-a-decision-supportsystem-for-better-choices-2165-784X-1000195.php?aid=66906>. Can we think 'Out of the Box' and possibly develop a joint project with Arlington County and Amazon. We all

Not Agree to prohibiting turns on RED at any intersection. Allowing Right on Red was based on a valid reason. Prohibiting Right on Red, especially in heavily congested areas has its merit. But overuse of this prohibition is actually counterproductive, especially without clear justification. One cannot actually make a turn on Red during rush hour, so why prohibit when there is no heavy traffic?? This is not really improving safety. Has anyone looked at studies regarding this issue? Agree to using the Leading Pedestrian Interval, which could be incorporated into an Adaptive Traffic Control System.

stand a chance to better develop a 'Win - Win' solution.

Reducing any lanes on Seminary does not make sense. Traffic has increased due to the Mark Center and most of the traffic is from outside of the city.

These are a good idea

Please do not reduce the lanes.

<p>There are no bike lanes in your proposal. Why? What happened to this idea? Why is that being eliminated?</p>	<p>Pedestrian crossing make sense. No objection to "smart" crossing.</p>	<p>A new sidewalk is not necessary on Seminary Rd between Quaker Lane and Fort Williams Parkway. Use that extra space for a bike lane or two lanes of cars.</p>
<p>fine</p>	<p>keep the road 4 lanes</p>	<p>What is the real motive you are pushing this nonsense? You don't live here. Let us have the street we want.</p>
<p>If you try to turn left put of Immanuel's Zabriskie parking lot you would want more than an eastbound lane closure. The old plan would have closed two lanes and it would have been much safer for the children and parents who are at my church (which is also a school) every day.</p>	<p>It's not clear from this outline that these pedestrian crossings are adequate. Above it says pedestrian crossings will increase in visibility and that two will be added. More would be better. I personally use the Seminary to run and stay inside it's grounds. I would use Seminary road if it weren't super dangerous</p>	
<p>All of these proposed changes improve safety in an area where it is much needed: by a school, a public library, a shopping center, and homes. The reason that many people (including myself) do not utilize this section of road for walking or cycling is because it is dangerous.</p>	<p>Ditto above. There are so many schools in this area, it is shocking that it has taken this long to improve pedestrian and cycling safety. The right turn only lane proposal from seminary onto St. Stephens should be right turn only at certain times of day (when SSSAS traffic is heaviest). The sidewalk on the north side of seminary coming from Quaker Lane is much needed and would be helpful for all children going to the elementary school and all those attempting to use public transportation. PEDESTRIANS SHOULD BE ABLE TO CROSS THE STREET IN RELATIVE SAFETY. The number of pedestrians is high enough that these improvements will make a big difference, but will not negatively affect the traffic, which has already vastly thinned out by that point.</p>	<p>Please consider adding bike lanes from Kenmore to Quaker on Seminary. If I could walk or cycle safely on seminary road to get safely from home to work, I absolutely would. Please do not let the opposition prevent the city from improving safety for all of the citizens and visitors in Alexandria. It would make children safer, pedestrians safer, cyclists safer, and encourage more environmentally friendly methods of transportation. As this seems like the original goal, do not lose hope that this plan (plus bike lanes) actually would be good for the community (despite the vocal oppositional minority).</p>

<p>I mostly support these changes, but would like to see them happen sooner. I also would like to see a pedestrian crosswalk on the east side of Pickett, as it crosses Seminary. I believe at Kenmore, the lights are set to all stop, to allow pedestrians to safely cross with no traffic movement. The City should implement signage and markings that indicate pedestrians can diagonally cross the street. The City should implement a 15 mph speed zone in front of Hammond, as part of the safety improvement. The sidewalk on the north side of Seminary is congested with impediments such as poles and fire hydrants, making it difficult for safe passage of pedestrians and cyclists. The sidewalk by the bus stop area near Kenmore is particularly challenging for cyclists trying to access the 395 pedestrian bridge. The bus stop should be reconfigured to allow a safer area for people waiting to board the bus, as well as those traveling to the bridge.</p>	<p>While the pedestrian crossings are an improvement. Given the speed along Seminary, requiring pedestrians to cross four lanes of traffic is still dangerous. The City should look at the King Street project as a good example of making it safe for pedestrians to cross the road - a road diet with two travel lanes and a center turn lane.</p>	<p>While I recognize the need to listen to citizens on their view of changes to the road, it remains an imperative to make the roads safe for all users. There has been a set of policies from the Environmental Action Plan, the Pedestrian and Bicycle chapter of the Transportation Master Plan, the Complete Streets Policy and the Vision Zero Policy that has had both citizen input, as well as City Council approval that has clearly shown that citizens want a safe road environment for all users. Since the original citizen input with the 1974 study on "Bicycle Lanes and Storage Facilities" approved by City Council in October 1974, there has been a call for safe bike facilities on Seminary Road. It has been unfortunate that it has taken 45 years to address this road, but it should not wait any longer.</p>
<p>Do nothing. Things are tolerable as is.</p>	<p>Do nothing. Nothing needs to be changed.</p>	<p>While I appreciate that staff spent a lot of time and money, they solve no problems and only create more. Do nothing. Don't waste more money.</p>
<p>Maintain the right on red at Seminary and N. Quaker. Keep two lanes in each direction utilizing the Option 4 offered by the community associations.</p>	<p>You are seeking to fix a non-existent problem and will create more traffic delays. Creating bike lanes while narrowing existing lanes would be fine.</p>	<p>Listen to the thousands of citizens who have weighed in on this issue via their community associations, We live here and understand the daily traffic demands. We employ City Hall staff. Staff should serve and listen to us. We are your members/constituents. Please act as though we matter.</p>

<p>As you exit 395 at Seminary and merge near the apartments at Kenmore, the pedestrian and through vehicle traffic are very much at odds with traffic exiting the highway. Something should be done to address this area more aggressively in the short term as it impacts hundreds of people each morning and evening.</p>	<p>I favor these</p>	<p>I have a high level of concern for the through traffic (bail out) that will result though my street if the lanes are reduced at St. Stephen's at Seminary Road. I favor reduced speeds and maybe even more narrow or fewer lanes on Seminary Road, BUT reducing Seminary Road to one lane AT St. Stephen's Road only encourages those 20,000 cars trying to reach Duke Street and I-495 to bail off Seminary Rd and cut through my street, Colonel Ellis Ave. to Ft. Williams and out to Duke. IF this alternative is adopted it MUST come with left turn restrictions from Ft. Williams onto Duke Street and police enforcement of those left turn restrictions. I'm very disappointed that the "revision" to the original alternatives so directly impacts my street filled with families and older residents.</p>
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	<p>I agree with the addition of these pedestrian crossings.</p>	<p>I disagree with the no right turn from Eastbound Seminary onto Southbound Quaker. There will be unnecessary delays for Maryland-bound traffic trying to get to Duke Street. You also propose to reduce Eastbound Seminary to one lane for a significant portion. Combined with the "no right turn" at Quaker, we fear through-traffic will turn right onto St. Stephen's Road and then cut through Colonel Ellis or Garland Street to access Fort Williams and ultimately Duke Street. Many of these drivers have no regards for the residents of the neighborhood, as evidenced by their driving habits on Ft. Williams. There are numerous children of all ages in our neighborhood that could potentially be at risk if cut-through traffic increases. If we must have a "road diet", I feel that allowing right turn on red at Quaker will help alleviate what will surely be a significant increase in cut-through traffic on St. Stephens. Also you should consider a no left turn onto Duke Street restriction during evening rush hours to help preempt cut-through traffic.</p>
<p>Getting rid of the no turn on reds will clog Seminary Road when what you want is to lessen traffic.</p>	<p>Eastbound lane approaching St. Stephens becomes right-turn only. You will be trapping all the people who live or work at the Seminary. You will force much more traffic onto Braddock Road without solving any problems for Seminary.</p>	<p>Removing the eastbound lane between St. Stephens and Quaker Lane is just stupid. People walking on the north side of Seminary at that point don't NEED a sidewalk; they can walk through the Seminary (and enjoy a much more beautiful walk). if they're in a hurry to go east, they can use the southern sidewalk. Making the left-turn lane from one major road onto another will create huge traffic backups, and drivers will be stuck there for several light cycles. Prohibiting right turns on red will back up traffic</p>

		<p>in the right lanes. You are increasing, not lessening, the traffic problems in this area.</p>
<p>No comments.</p>	<p>Opposed if requires narrowing Seminary from 4 lanes.</p>	<p>(a) There are only 3 ways in or out of Seminary Ridge neighborhood -- (1) Trinity to Quaker, which involves left and right turns (or going straight) far more dangerous than the Seminary intersections, (2) Fort Williams to Duke, which is dangerous going east and already a traffic problem (and slated for changes making access even more difficult), and (3) to Seminary from the streets impacted here. This plan tightens the vise on this neighborhood. (b) WAZE-driven cut-through traffic is already a problem; this will amplify it. (c) The restrictions on turns at Quaker will cause problems re the above -- just as the City's improvement to N. Van Dorn made it slow and difficult, going south, to make a left onto Braddock at 5:00 (one is stuck in a single lane behind cars going straight or right so is tempted to cross the double line to get to the short left-turn lane). This WAS a WAZE-favored way to get to our neighborhood from I-395, passing only parking lots to the right and parkland to the left. After these changes and limit-lowering, WAZE now favors Menokin drive / N. Early St. to Braddock, funneling a cut-through line of cars</p>

		<p>past single-family homes. Thus few drivers seek to make a left onto Braddock from N. Van Dorn - - so the City statistics don't reflect the diversions and problems the City caused by these changes. You're headed in the same direction here. Which is why I signed the petition against.</p>
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<p>The proposal to narrow lanes on Seminary Rd between St Stephens & Zabriskie makes no sense at all. It will shift traffic on to side roads and create much more congestion. I support alternative 4 supported by Seminary Hill.</p>	<p>I would support one crossing only - at Ft Williams.</p>	<p>The only real problem with the traffic flow on Seminary Rd is the eastbound intersection at Quaker where there needs to be an additional right turn only lane. (Not instead of the left turn lane, as proposed.). As a frequent walker, my only safety concern is the cars that run the red light at StStephens. That can be fixed with a red light camera & enforcement. While I would very much like to have a complete sidewalk on the north side of Seminary between Ft Williams & Zabriskie, I would not advocate this unless you can maintain the current 4 lanes of traffic. Additionally, I feel like insufficient attention has been given by the staff to the impact of their proposals on the emergency vehicles that depend on Seminary road for speedy access to the hospital.</p>
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Agree with improving 'existing' signal timing and improving 'existing' sidewalks so that they are level, wide (where possible) and ADA compliant to maximum extent possible without significant cost increases. Buffer area between the outside lanes and sidewalk should be minimum width allowed on each side. We don't need 7 feet that become disguised scooter lanes. I do not agree with high vis crosswalks or added crosswalks outside of existing traffic lights at this time. Do not waste money on medians. I am also strongly against a right turn only at St Stephens, it will encourage cut through near a major school and decrease safety in the neighborhood overall. This project is aware of volume on Seminary and cut through counts but has not engineered the impact of changes on Seminary to adjacent neighborhoods. Consider a no left during PM rush from FT Williams and N. Early onto Duke Street to control cut through but please know that a lack of enforcement on Seminary and FT Williams during rush hour has undermined signage and speed limits. Going to three lanes for a very short distance between four lanes is a compromise that makes no one happy -- build a phased approach to Seminary complete street efforts while other major issues (395, Bus ridership, school schedule changes and city environmental open space policy) are worked out. Let's improve the 'existing' 0.9 miles and make minor adjustments/exceptions to improve signal timing and right/left turns as a Phase 1; monitor/test traffic before Phase 2. Finally, be smart with limited resources: let's improve

See answer to #6 above. Adding/improving crosswalks that currently exist is fine and adding one at an existing traffic light is ok. Other crosswalk proposals in this alternative have drawbacks (decrease in safety due to driver become de-synthesized and/or drivers get frustrated with slowing traffic management apps like WAZE to cut through). Have you consulted with WAZE or Uber/Lyft to access their traffic data and help the engineers make better recommendations? Again, we need a Phased approach and appreciation of how sections of Alexandria operate differently.

Has there been private discussion with land owners regarding the missing sidewalk area? Are these same landowners demanding changes at any point on Seminary? Do citizens need to understand the tradeoff to get easement rights? Do we not have enough east/west Bike lanes already? What is the pedal bike count on Janney Lane? Will scooter leases mean riders can go anywhere in the city without helmets? What will the new entrance to Episcopal HS sports fields on Braddock mean to traffic? Transurban representatives have indicated a guaranteed level of paid ridership or that local municipalities will have to make up the difference, true? So many variables and wild cards in 2019, can we support the majority of citizens and reassure the minority that the complete street project on Seminary is still open and in Phases?

<p>overall Alexandria by fixing the most unsafe streets first and stop chasing grant money in every situation. Thanks for working with us.</p>		
<p>Traffic movement is the most important thing, when traffic doesn't move people speed and drive more aggressive else where when they can</p>	<p>How many people actually walk or cross seminary on a daily basis, does it even equal 1% of the amount of drivers</p>	<p>Clogging seminary for 10 people to walk or ride bikes is not a great idea considering the volume of users</p>

<p>As a homeowner, taxpayer, driver and pedestrian in Alexandria since 1992, I am strongly opposed to the elimination of motor vehicle lanes on thoroughfares like Seminary Road. Doing so creates more congestion, makes it very difficult for residents to get around and conduct their daily lives, and does not make people safer. I also oppose making the through and right turn lane at North Quaker and Seminary a right turn only lane, as this will cause backups for through drivers (and safety issues as through drivers jockey to get out of a right turn only lane). I oppose eliminating right turns on red, and would rather see "No right turns on red when pedestrians are present."</p>	<p>I favor pedestrian crossings that are thoughtfully designed to promote safety. These and keeping vehicular traffic flowing are not mutually exclusive. I oppose any narrowing of vehicular lanes, as we have too many people driving around in huge SUVs as it is.</p>	<p>Vision Zero and similar policies are not one-size-fits all communities (or even neighborhoods within those communities), and it's time that staff realized that. Alexandria is not Manhattan. We don't have sufficient or reliable public transportation. It is a fact of our lives that many people must drive to work, to their doctors, to the grocery store, and to the many other places that they must get to in order to live their daily lives. Having lived here for nearly 30 years, I am tired of the City's recent efforts to make it miserable for its own residents to drive a car here. Among other things, it is a form of age discrimination, and I am tired of it. And I am tired of the City not listening to the voices of a majority who do not want the sort of changes you have proposed here for Seminary Road.</p>
<p>Do not change, keep 4 lanes and add turn lanes. Pedestrian islands will not deter pedestrians from running out in the street outside of the islands—they do it now with existing crosswalks. When you squeeze on area that squeeze goes elsewhere, and that elsewhere is the already overly congested west side portion of Seminary starting at Jordan all the way to beyond Beauregard in the AM and the reverse in the PM. Those areas are already overly full with the middle school, firehouse, elementary school off Pegram, the access to 395 and the hospital. The City has conveniently disregarded the input from an active firefighter on traffic issues reducing lanes and mixing cyclists with cars—I can provide that input. I have personally talked to a Alexandria cops that are afraid to</p>	<p>Again, this will not eliminate the jaywalkers that are causing the unsafe situations, they do it already with existing crosswalks. An unnecessary use of taxpayer dollars. And IT WILL slow traffic that is already jammed packed and slowed. Take a balloon, squeeze in the middle, where does that air go (the balloon is Seminary, the air is the traffic). The pedestrian islands will not help, are costly and again add to traffic.</p>	<p>Please consider that the majority of the Taxpaying Citizens don't want this, and their is zero real data, meaning real-life, not computer projected not real data that says there is a safety issue. There is real life data that shows we have a lot of traffic and not everybody can jump on a bus or metro. We pay probably hundreds of millions to Alexandria in a car tax, we should be able to use them sensibly for our families and our careers. Leave Seminary 4 lanes and add turn lanes onto the existing 4 lanes. Also, fix potholes, I spent hundreds of dollars in repairs hitting a pothole on an Alexandria Street.</p>

<p>voice their concerns to the City in fear of retribution (that's a dangerous precedent for the city to set). This will add burdens to your taxpayers days and time at work and with families. Consider that please</p>		
<p>Do NOT eliminate traffic lanes to create bike lanes. That move has created an absolute nightmare on Van Dorn from Braddock to King St. And stopping Right on Red has caused a huge back up at rush hour going from Holmes Run Parkway to either turn right onto Duke or go straight onto Cameron Station Blvd.</p>		<p>The new sidewalk on the north side is not needed. Don't do it just for the headmistress of the Seminary.</p>
<p>I favor original alternative 3 which provided safety for all, not just drivers who want to continue to speed down seminary road. A 10 second delay at peak rush time is not too long to wait to save a life. Do we need a tragic accident to get the staff to do what's right?</p>	<p>These are desperately neede</p>	<p>The staff must stay true to its commitment to make alexandria safe for all citizens, and achieve vision zero</p>
<p>Please make these improvements. All cyclists will benefit. All automobile users will benefit because every cyclist is a small fraction of a car and one less car for other automobile drivers to compete with for space on the road.</p>	<p>See above.</p>	<p>See above.</p>

<p>I am sure this post has touched all the internet users, its really really nice article on building up new web site. It is appropriate time to make some plans for the longer term and it's time to be happy. I've read this publish and if I may I desire to recommend you few interesting issues or suggestions. Perhaps you can write next articles referring to this article. I wish to learn more issues approximately it! It is the best time to make some plans for the future and it's time to be happy. I've read this post and if I could I desire to suggest you some interesting things or advice. Perhaps you can write next articles referring to this article. I desire to read even more things about it! http://samsung.com</p>	<p>I am sure this post has touched all the internet users, its really really nice article on building up new web site. It is appropriate time to make some plans for the longer term and it's time to be happy. I've read this publish and if I may I desire to recommend you few interesting issues or suggestions. Perhaps you can write next articles referring to this article. I wish to learn more issues approximately it! It is the best time to make some plans for the future and it's time to be happy. I've read this post and if I could I desire to suggest you some interesting things or advice. Perhaps you can write next articles referring to this article. I desire to read even more things about it! http://samsung.com</p>	<p>I am sure this post has touched all the internet users, its really really nice article on building up new web site. It is appropriate time to make some plans for the longer term and it's time to be happy. I've read this publish and if I may I desire to recommend you few interesting issues or suggestions. Perhaps you can write next articles referring to this article. I wish to learn more issues approximately it! It is the best time to make some plans for the future and it's time to be happy. I've read this post and if I could I desire to suggest you some interesting things or advice. Perhaps you can write next articles referring to this article. I desire to read even more things about it! http://samsung.com</p>
<p>Ok</p>	<p>Ok</p>	<p>No additional comments. I think the upgrades will be fine. You should consider dedicated bike lanes if possible to prevent the co-mingling with vehicles on the road surface. It's a pretty tight area without many options so do what you can. Thanks!</p>

<p>See response to q8</p>	<p>See response to q8</p>	<p>The staff's alternative does not reduce excessive vehicle speeds, requires crossing four lanes of high-speed traffic, does not provide suitable buffer space along the sidewalks (except in a short section), and does not provide bike lanes. Staff's alternative is inconsistent with City plans and policies, and does not meet project goals and objectives. The staff Hybrid alternative is unacceptable. It compromises safety and is not consistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities).</p>
<p>Please implement a safe streets policy. We need bike lanes, safe sidewalks and pedestrian crossings, easy access to bus stops, and road design that reduces speeding</p>	<p>Please implement your Complete Streets policy. We need bike lanes, safe sidewalks and pedestrian crossings, easy access to bus stops, and road design that reduces speeding. This area is so dangerous for us cyclists and pedestrians!</p>	<p>Please implement your Complete Streets policy. We need bike lanes, safe sidewalks and pedestrian crossings, easy access to bus stops, and road design that reduces speeding. This area is so dangerous for us cyclists and pedestrians!</p>

My tax dollars pay for the salaries of our city planners and government officials and pay for the maintenance of city streets. And, I would like to remind you that you are there to support the interests of the majority of City residents - and not just the fraction of the population (bicyclists and the few pedestrians) - who share use of Seminary Road with automobiles. My comments primarily concern the major changes to travel lane configurations, and it concerns me, as a taxpaying citizen of this city, that you outright state in your request for comments that you will not be giving any priority to the comments you receive about the lane reconfigurations in this plan for Seminary Road. That you are unconcerned about honoring the views of the majority of city residents during your planning and approval processes for the city streets which are paid for by our tax dollars, and used regularly by us as citizens of this city indicates to me that you do not belong in public office. I travel Seminary Road regularly and share the views of the majority of residents who have no expectation that the proposed reconfiguration of the lanes will do anything more than snarl traffic further -- not only on Seminary Road, but also any other roads as might be used alternatively. The roads were designed and built for automotive travel; sidewalks were built for pedestrians, and if bicyclists wish to bicycle, they may do so safely under current laws on existing roads and bicycle paths. If there are safety concerns with a particular route such as Seminary Road, then

		<p>they could consider using less-traveled roads to reach designated bicycle and pedestrian paths (e.g., the 4-mile run path) to increase their safety as they make their way to their destinations. Drivers of automobiles have no other choices. They must use available roads. And Seminary Road was designed to be a major arterial road connecting residents to and from the hospital and to and from I-395. (Quite ridiculous to think that there is a way to get an ill or injured person to and from a hospital without driving him there. Also quite ridiculous to think that bicyclists need to have designated bicycle lanes to or from I-395, since bicyclists are not allowed to travel it.) It is most unreasonable to redesign such a major artery as if it were intended to be a limited use road. It wasn't. It needs to serve its initial purpose, and to serve the majority of the citizens who use it regularly and whose taxes support its maintenance.</p>
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<p>Why are we always promoting faster motor vehicle traffic at the expense of pedestrians and people on bicycles? Make the roads safer. I'm tired of hearing about dead people on our roads. Get the cars off the road and slow down the ones on the roads. Make alternative modes of transportation attractive.</p>	<p>segregated bike lanes and safe crossings for pedestrians. Stop listening to the vocal minority who hold motorists above all other travelers. It's not our streets that aren't safe, it's the people in heavy motor vehicles that make them feel invincible.</p>	<p>The original plan was better but still there was room for improvement.</p>
<p>I am in favor of Alternative 3: Background: I have been working for the U.S. Department of Transportation for 10 years, so am very familiar with the safety enhancements a "Road diet" can provide. Not only will this allow safe turns for vehicles coming from both directions without disrupting traffic flow, it will allow the creation of a much needed bike lane. Although some nearby residents may be opposed, the selling point is a single lane encourages slower traffic, which creates a safer environment for them and their children.</p>	<p>In my informed opinion, Alternative 2 provides the best safety to pedestrians crossing Seminary Road.</p>	<p>As someone who bicycle commutes on a daily basis, through Arlington and to D.C., I can attest that Alexandria has a lot of catching up to do in terms of safety , but Alternative 3 is a step in the right direction. Thank you.</p>

<p>Support high-visibility markings as peds may opt to cross mid-block outside of marked crossings when there is a gap in traffic; clearer markings may encourage more crossing at cross-walk where traffic will yield.</p>	<p>HAWK crossings have proven successful in Potomac Yard; strobe ped signals may be as effective without needing as much infrastructure (similar to Braddock and King St metros)</p>	<p>Support the objective of providing safer streets for all users and to provide clearly marked bike lanes; however, bike lanes need to be consistent and not move between dedicated lanes to sharrows to nothing within a very short distance, as this will discourage bike users altogether. Seminary road as currently designed, despite a 25 mph speed limit, leads to many drivers at 35 mph, which is unsafe for bike users alongside traffic without dedicated space. Reducing to two travel lanes with dedicated bike space will help to reduce car speeds while fostering a better environment for bike users, so long as the demarcated route is long enough to warrant its use. One of the bigger choke-points in traffic along Seminary is typically at Quaker. Where this is currently 4-lanes, two west bound, one left-turn to NB Quaker, and one EB to Janneys/SB Quaker, could be redesigned to alleviate the congestion. Part of the bunching is caused by the curb lane sharing two purposes: EB Janneys traffic with SB Quaker traffic. Taking one WB lane of Seminary and re-purposing it as the left-turn to NB Quaker, then using the current left-turn lane as the straight EB Janneys, and the curb lane as a right-turn only to SB Quaker may help alleviate some of this congestion. Therefore, there would be only one EB lane, with 3 lanes for NB/SB turn and EB continuing traffic. Due to the traffic volume queuing at this intersection, it may be necessary for this particular section, east of Zabriskie Dr to use sharrows, where dedicated bike lanes would</p>
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		be most beneficial elsewhere in the project area.
I cycle to work and around Alexandria. I own a car, but it is better for me, and the environment to ride. Others aren't even fortunate enough and must only cycle. Don't favor moving cars over moving people. Make the streets safer for cyclists.	I approve of them. Streets are arteries to move people, not just cars.	Slow traffic down, make the streets safe.

I was unaware that proposed improvements to west Seminary Rd were part of this discussion. Once again you are listening to those that do not live on the 9/10 a mile of Seminary Rd that you want to change. This is about EAST of Howard. The resident West of Howard have given you're their concerns about what will happen to their streets when the proposed changes to Seminary RD are implemented. You are listening to then and not to US. If you leave Seminary Rd to 4 Lanes nothing would have to be done. Once again you have made up your mind which we have all said all along. Government mandated Social Experiment which will fail, and we will have to live with it not you.

Has the City's transportation community looked at its own Data? You have provided stats that are false and have been proven to be by State and local police data. This stretch of Seminary Rd is the safest. It does not have a high number of KSI as you continue to put out there. TREDIS database of police and traffic reports show this section of Seminary Rd in the top two safest city roads. I walk Seminary to Howard to Braddock to Quaker back to Seminary Rd with my two dogs daily. Do not feel unsafe. I cross Quaker go up to Seminary and use the cross walk to get to the other side of Seminary to get home. I use the Cross Walk so as not put my life or others in danger. An Additional crosswalk at Ft. Williams that is controlled by a stop light would slow down traffic coming up the hill and allow us to keep all four lanes of traffic. Save 1.5 Million tax payer dollars and give those that do not want to use existing cross walks another choice. This will allow all to walk on sidewalks. Easy Fix The one at Chapel Hill. Why? There is a cross walk Visible 2 blocks up and 2 blocks down. No one uses the bus stop? Once again look at the DATA. 1. How many people East of Howard are picked up or dropped off by a dash bus? I travel seminary daily. I live there I think I have had to stop behind a Dash Bus once this year. 2. You REALLY WANT TO KEEP PEDESTRIANS SAFE? People need to be educated on the "Rules of the Road" Virginia is one of a few states that has contributory negligence. Case in point if someone gets off the Dash bus at the Hospital, crosses in front of the bus and is hit by a car the

The proposal was confusing at best, again raising the question are you really listening. The Seminary Hill Association has presented a proposal that is a true "Hybrid". Alternative 4. We took all the information that had be presented to us by T&ES and came up with a plan. Is it that we came up with it that you refuse to consider. This process has been so one-sided and consideration of those that live here, that drive here have been ignored. The only people that you are listening to are the Bike advocates and people that do not live here. Seminary Road like it or not is a major artery of the people of the West End, commuters from Maryland, DC and other parts of the city. Your data shows that 20,000 cars daily travel up and down Seminary Rd. I live here its MORE than that. One reason why is because of BRAC. BRAC was built on a Non- Metro line. There was a 4-lane artery leading to the site making driving an option. Currently BRAC is only 40% full. What will happen when it is 50, 60, 70, 100% full. The T&ES has admitted that this and future projects were not a consideration when developing this plan. Studies have shown in other areas of Alexandria as well as other states where Road Diets have been implemented that there is an increase in cut through traffic. This means that our residential roads where Children play, people walk on the sidewalks, where schools are located and will be located like St. Stephens, Ft. Williams, Col Ellis, N. Garland and Trinity will become the new routs of choice. This will increase the probability that a child, a

Pedestrian is at fault because there is a fully marked cross walk there to use. At the Meeting on the 30th it was said that there was not the money available to complete the sidewalk project and that possible Cement Barricades would be placed to keep walkers safe! If there is not enough money it should not be done!! I do not want cement barriers on my street. You have also stated that this stretch of Seminary Rd is #9 on the sidewalk list. Fix Commonwealth Ave, King Street where you have people that walk to the Metro and walk to Del Ray restaurants and shops. Fix 1-8 before #9

pedestrian will be hit by a car. Once again Seminary Rd is a major artery that is used by tens of thousands daily. Let us keep our Road 4 lanes to keep traffic moving and keep the residential roads safe. Create Bike lanes, Pedestrian Walks in areas that people will use to go to restaurants, shopping stores to Metro! Places like Old Town, Del Ray, Rosemont where people will use them. Are Bikers and Pedestrians going to walk to 395 to go to DC, to go to Tyson? Intelligent placement of Bicycle paths that complement rather than displace motorized traffic should be the City's goal. Has SSSAS been told there will be no parking for graduation? The Temple will have no parking for High Holidays. It was explained to me at the meeting that EMS and Fire and rescue will have room to pass cars when parking is aloud. How I asked. Was told that Cars will have to move over. How will cars move over if there are cars parked on the side of them? 2 lanes West bound then 1 back to 2 lanes back to 1 then back 2. East bound one lane then back to 2. Do you hear yourselves? Accident waiting to happen. Merging in and out? No turn on red where 60% of that traffic is trying to get to 495. Then left turn and threw where another large percentage is using Janey's as a cut through to get to Cambridge, Taylor Run to get to 495. It has been mentioned that people can not get out of their driveways on to Seminary Rd. Currently there are 9 homes that have driveways on Seminary Rd. Not the Dozens that have be mentioned. Of those 9 homes the gentleman

that has raised this issue has a Ford f-150, two SUV's, a car and a boat in his driveway. He has every right to that! When he bought the house 4 years ago he knew what he had to do and that was to extend his drive way to a semi-circle which the city has already put in the curbs for him. Four others have made their feelings known that they are against the so call road diet. Of the 9 homes only one does not have a drive way to get in and out of easily. The other has a drive way on Seminary and St. Stephens Rd. Once again, I bring up all these petty situations because they are real. There are not dozens of homes with drive ways on Seminary RD which has been quoted. We live on it we know. I know Bikers have even said that they would still stay off of Seminary because of the amount of traffic that will continue on Seminary Rd. You want to make more bikers safe. I spoke to several police the other day and asked them some questions about the road diets. They were all in agreement on several point. Everyone needs to pay attention. When asked the question car bike at a stop sign. Car rolls through bike blows through who get the ticket. Only one said both. He is correct. They also said that road range and even speeding has increased because of the changes the city has implemented. Case in point. Happened several times so far this year in Old Town. Bikers do not follow the rules of the road. They have their own. If I did a rolling stop at a stop sign I would be pulled over and given a ticket. Not a biker. Bikes ride along side of stopped cars to get to a

		<p>stop sign and people open the door! Not the cars fault!! Sorry Contributory Negligence. I have seen as I know you have as well bikers come to a 4way stop and blow through it. I have seen drivers look both ways procced to go through a stop mid-way into intersection because a biker appears. Sorry that I am being so passionate about this topic. This is where I live and feel very strongly that what you are planning to do will in danger my family and others. I know that my words will have no impact on your decision because it has already been made up. For those of you that say no it has not. Prove it LISTEN</p>
<p>I often bike in the Alexandria area and use the bike lanes. It's great to have bike lanes.</p>		

<p>Pls. see comments below.</p>	<p>Pls. see comments below.</p>	<p>Am sure the changes you're suggesting are great. But, many of us are avid bicyclists. For the bicyclists' sake, could you please consider providing. Bike lanes Complete sidewalks Safe pedestrian crossings Easy access to bus stops Road design that reduces speeding The bike lanes are especially necessary. As you know, especially with the problems with Metro, the need for safe access via bike is critical. And even when Metro is working, bicycles provide another healthy, and environmental option that can go where Metro can't. Thank you for the chance to comment.</p>
<p>They all sound good!</p>	<p>This is important, there are many pedestrians on this road. This is very much needed.</p>	

The proposed changes appear to be ill-conceived, unless their primary goal is to create more gridlock and lengthen Alexandria citizens' commute times. I attended two meetings in which Alexandria City representatives presented preliminary proposals similar to those now presented here. At both meetings the vast majority of the citizens in attendance expressed their grave concerns about the proposals and the obvious adverse affects they would have on their commute times and quality of life. At these meetings the City representatives were very defensive and really expressed no good reasons why the City wanted to waste money on what started out as a repaving project when it is obvious that it will make traffic congestion much worse than it is now. The City representatives made a half-hearted attempt to make the case that the changes would improve traffic safety in the area. However, as several citizens pointed out, the City had recently taken a major pro-safety step in lowering the speed limit to 25 mph in and around Seminary Road, and City representatives could point to no specific safety incidents that have occurred since the speed limit was lowered (or even before it was lowered, for that matter) that would require major changes to Seminary Road. It is very disappointing that the city process here seems to be a charade. Based upon ill-defined goals, no empirical data, and with virtually no citizen input, the City Traffic Department came up with a proposal. It then hired a contractor and spent money to engineer the details of its

proposal. After it had already decided what it wanted to do, it held a few meetings to "hear" the citizens' concerns. It then ignored the citizens' concerns and decided to go forward as it had planned all along. With Alexandria tax rates so high and with so many important obligations that the city has to deal with, it makes no sense to waste money on this ill-conceived project.

<p>I would prefer maintaining the 4 lanes. One of the arguments for the changes is to reduce accidents --looking at the statistics most of the accidents occur at the 2 ends, by Quaker Lane and near the commercial area by Kenmore Avenue. I don't think this plan will have much affect on the accident rates at those locations. Your language even colors the discussion -- the changes are "improvements", this is not neutral language. I am in no way associated with the Seminary but I like being close to them because the campus is well-maintained and provides some open space in our very built-up community. I was thinking as I drove by this weekend that cutting down on the lanes will make it more difficult for them when they host events like graduation ceremonies -- this Saturday the extra lanes were used for parking to accommodate the crowds.</p>	<p>I had thought a crossing near the post office would be good, but with its closing (I was so sorry to see that, was this because of the changes to Seminary Road?) there is probably less need. But I see no problem if there is one that is activated when someone needs to cross. It would also be more necessary if the road were maintained closer to as is since there is a section with no sidewalk one side of the road. By the way I see why it would be difficult to put a sidewalk on that side because of the trees, brick wall, and building that is situated close to the road. I would rather they not be destroyed - -people can walk on the other side of the street and it is not a place where there are a lot of pedestrians.</p>	<p>The ability to make a right turn on red when there are no pedestrians present helps keep the traffic from backing up on Seminary. Most of the time there are no pedestrians present. When you compiled all your statistics in support of your plan did you also consider the cost of restricting that turn? It will increase CO2 emissions and waste gas which is why the Federal government has encouraged right on red where feasible. It is not a high pedestrian traffic area and the visibility is good, I don't see the logic in further restricting turns.</p>
<p>I support removal of the slip lane and other pedestrian safety improvements.</p>	<p>I support all of these changes.</p>	<p>I am very disappointed that there are no accommodations made for bike safety (i.e. bike lanes). Cyclists, including myself, would like to ride on Seminary to get from point A to point B, but four lanes of traffic makes it terrifying. I am baffled as to why we allow public views to override providing objectively safer streets to the community. I also ask that sharrows be removed from the recommendation. Sharrows make streets show up as bike-friendly roads on Google Maps, and no one should plan a bike route that includes Seminary Road as currently proposed.</p>

<p>The narrow sidewalk just east of Fire station #206 on Seminary Road is obstructed. Please move the telephone pole, wires and fire hydrant out of the sidewalk to make this sidewalk accessible.</p>	<p>I strongly prefer crossing one lane of traffic at a time, not four. Please install pedestrian refuge islands and crosswalks as shown in Alternative 3</p>	<p>The proposed plan is scored as +0 for reducing speed and +0 for cyclists. I don't see how this is consistent with the the City's obligations under the Vision Zero Action Plan or the Environmental Action Plan. The City should first and foremost have engineering changes the reduce the speed to the posted speed limit. Otherwise, we are wasting more tax dollars each year requiring the police department to manage the speeds that could be solved by the one-time adjustment in the streetscape. Secondly, the street should be accessible to pedestrians by not requiring any four lane crossings without islands, and the sidewalk gaps should be closed. Center left turn lanes should be used to minimize getting struck by passing cars. Finally, there should be SOME improvement for cyclists. Alexandria was recently given a 1.9 out of 5 in a national ranking of bike friendly cities. Arlington and DC had scores greater than 3. How does the City expect to attract new people, for example Amazon workers, if it continues to neglect investing in multimodal transit?</p>
<p>improvements to improve pedestrian safety are important; also, have bicycled thru here recently, the area could be improved for cyclists</p>	<p>improvements to improve pedestrian safety are important; also, have bicycled thru here recently, the area could be improved for cyclists</p>	<p>improvements to improve pedestrian safety are important; also, have bicycled thru here recently, the area could be improved for cyclists</p>

<p>No particular comment</p>	<p>No particular comment.</p>	<p>The end goal here should be to build a community where people can drive, walk, bike, etc. safely and efficiently. Of course reaching this goal will require much greater changes than what is possible in the scope of this particular project. But the changes need to start somewhere. We can't move towards a better community if we can't even make small steps towards making our infrastructure safer. For this reason, I support a road diet on this stretch of road. I am sympathetic to those who are worried about sitting in traffic more. But we will never solve this issue if we don't change the way our infrastructure works. We owe it to the next generation of Alexandrians to build a better city, even if doing so is sometimes difficult.</p>
<p>See #8</p>	<p>See #8</p>	<p>You put out this survey and don't give us the opportunity to tell you what we think about your plan for OUR roads?!? Plans that affect the way we get to work, take our kids to school, shop for our families, and otherwise live and interact in our community? You clearly don't give a rip about the TAXPAYERS' views. This is arrogant and outrageous. I am sickened by your totalitarian social engineering to get people to live the way you see fit. You should be embarrassed and the City Manager should discipline all involved. Here's MY VIEW for THE RECORD. Repave the road and otherwise LEAVE EVERYTHING THE WAY IT IS. Your proposal is a non-solution looking for a non-problem. And your callous approach to the lives of the citizens most affected is inexcusable.</p>

<p>The traffic on this section travels way too fast and is dangerous for pedestrians trying to cross and for bicyclists who are traveling in one of the 4 lanes. Driving 25 mph in a car results in cars continually passing at 35, 40 or 45+ mph. This is not a safe situation.</p>	<p>I favor reducing the number of lanes for cars and installing pedestrian islands like those described in Alt 3. It is wrong to not implement the safest alternative that will serve all city users of this section of road in order to mollify some local residents.</p>	<p>The hybrid alternative is not safe and does not seem consistent with applicable policies. Alt. 3 is the best and only acceptable solution. Why wait until something really bad happens. Be proactive.</p>
<p>Alternative One is preferred, the only alternative that does not compromise throughput, while allowing for pedestrian improvements. Reducing King St. to two lanes between Braddock and Janneys demonstrated the utter failure of removing vehicle lanes. Congestion and air pollution are increased in the area; there are long backups on Scroggins; and it has become frightening to make a left turn onto King from from Scroggins due to new traffic density. Reducing lanes will cause similar problems on Seminary.</p>	<p>Only west of Howard Street modifications are acceptable. Any reduction in vehicle lanes and travel times are creating a problem, increasing congestion and pollution.</p>	<p>Do not reduce vehicle travel lanes. Do not give transit a signal priority.</p>
<p>I strongly disagree with the removal of lanes. The goal should be a consistent flow of traffic in and out of our city, not to create bottlenecks that aren't productive. I also disagree with the removal of right turns on red. Again, are we trying to put a choke hold on traffic moving through the city? Are we trying to make it miserable for commuters and residents alike? Certainly seems so, based on aspects of this plan.</p>	<p>I have no objections to the improvement of pedestrian crossings.</p>	<p>I am a stay at home mom, unable to run carpool on a bike. I will not allow my children to bike to school or athletic facilities, as I do not believe the bike lanes are safe. I feel the continual emphasis on bike lanes at the expense of traffic lanes in this city is an unworthy goal. If we can somehow create bike trails away from traffic, I would support that.</p>
<p>15 mph speed limit in front of Hammond Middle. Narrow sidewalk just east of the fire station on Seminary Road is obstructed. Move the telephone pole, wires and hydrant to make this sidewalk accessible.</p>	<p>Alternative three outlines the use of refuge islands and crosswalks that would have folks crossing one lane of traffic at a time, not all four. This is definitely a preferable solution.</p>	<p>Alternative three includes center left turn lanes, pedestrian islands, buffer space, bike lanes, as well as filling the sidewalk gap on the north side of Seminary. Changing the street sufficiently to reduce excessive vehicle speed is also a must.</p>

		The staff recommendations all seem to compromise safety, which is unacceptable.
Seem reasonable	You really shouldn't narrow Seminary Lane. With the likely move of Douglas MacArthur to the Patrick Henry swing space, there will be a lot more cars on Seminary. I'm all for pedestrian friendly changes but it seems like the City is swinging the pendulum too far in the anti-car direction. Maybe you could spend some of this time, effort & expense educating the community about how pedestrians, cyclists & drivers can co-exist more peacefully together.	
Two lanes going west and one east. How can that improve safety for cyclist? I am not even a cyclist but a KSI on Seminary is as devastating for a cyclist as it is for a pedestrian.	Hawk lights are essential and should not be an option.	Very disappointed that staff did not recommend the safest option (i.e. Option #3) but rather tried to appease some people who objected to any changes by offering a "hybrid" solution. T&ES is supposed to be set the standard for safety on Alexandria's streets and they failed to live up to that standard for a mere 5 second of vehicle mobility improvement. Road diets are proven methods to slow driving speeds down and T&ES compromised on vulnerable road users safety for a 5 second "improvement" of commuters' drive time. A highly disappointing step by T&ES. Please institute Option #3 on Seminary for the sake of street safety and show the public that the principals of Vision Zero are not subject to a few hundred people making a lot of noise. thank you

<p>Please do not make any of the proposed changes on Seminary Rd. These do not strike me as improvements. They will impede the traffic flow along an important and safe East-West corridor in our community.</p>	<p>Please do not make the proposed changes. Foot traffic does not seem to warrant these expensive changes. Please spend the \$1 million on fighting hunger, implementing ACPS school programs, or reducing taxes.</p>	<p>We seem to be in a very misguided and disturbing phase in the city, in which a vocal minority is trying to impose unreasonable changes that go against the needs of the vast majority of Alexandria citizens. Ruining our traffic flow is not going to drive people to bikes. I have been a tax payer in this city for 11 years. I need to use our roads to drive my child and all his sports equipment in a timely manner to his practices across town, in all weather, night and day; I need to drive to work in a timely fashion wearing professional attire and protected from the elements; and I don't need to explain this to some idealistic and frankly out of touch local government representatives. I chose this location because of all it has to offer *and* because it is accessible to my activities by car. Please maintain a sane and reasonable approach to our roads that supports 21st century residents and the needs of the majority.</p>
<p>I reject the City staff's proposed hybrid plan for Seminary Road. Please do not use the hybrid plan.</p>	<p>I do not like them.</p>	<p>I reject the City staff's proposed hybrid plan for Seminary Road. Please do not use the hybrid plan.</p>
<p>A start but does not follow policy goals and targets as stated in the city's Environmental Action Plan and other documents.</p>	<p>A start but does not follow policy goals and targets as stated in the city's Environmental Action Plan and other documents.</p>	<p>It does not follow policy and guidelines such as prioritizing low-carbon mobility options such as pedestrian access, connected bike networks, general safety improvements, and traffic calming.</p>
	<p>I am disappointed the improvements do not include bike lanes, more complete sidewalks, and safer pedestrian crossings.</p>	

		Reduce the left turn green arrow timing from southbound Quaker to eastbound Janney's Lane. Work in conjunction with ACPS and the MacArthur Elementary School PTA to improve pedestrian safety for our students on Janney's Lane. Student pick up and drop off is currently unsafe. The new school building and how it relates to Janney's Lane should be an opportunity to protect our students.
This area is the area that has actual KIA numbers and should have an in-depth design that allows for increased traffic due to high density (Marc Center/395 exit) and pedestrian safety.	No changes necessary as this stretch of road is not only one of the safest in the city, but it is also a major thoroughfare through the city and will greatly impact resident travel...not MODEL supported but actual LIVING supported (ex. King street overflow to Braddock road).	The city has wasted time and money on this as it is not supported by actual KIA data as an unsafe street!!!
These are okay for now, but I hope eventually the City will install buffered bicycle lanes through this stretch and connecting with the new ped/bike overpass, as well.	We absolutely need better ped crossings.	My husband travels all around Alexandria as an ACPS volunteer. I want him to have a safer E-W route on the west end. The staff-recommended doesn't do that. Please implement your Alternative 3.
These are reasonable improvements. Most important is 15 mph speed limit at the school, and speed enforcement .	This very minimalist improvement is just that.	What we really need is to implement Alternative 3. It is the only alternative that will improve safety for all and make walking and biking more reasonable option. We have transportation and environmental policies. Alternative 3 fits those policies, the staff recommended approach does not.
Agree	Agree with more crossing and increasing their visibility.	The staff recommendation creates a lot of dead space that could be better utilized for cycle transportation. I support Alternative 3. Not the staff recommendations.
Keep 2 lane traffic pattern each way from Howard to Seminary. Keep turn on right ability at Quaker and Seminary.	Overhead walkways are the most effective and safest walkways at these streets. I have often	Keep right turn allowance on all streets to avoid major traffic jams on Seminary.

	observed people on Braddock Rd disregarding LPIs.	
Prefer staff's original plan.	They're okay.	What about protected bike lanes? Sharrows are too dangerous! Cars on Braddock use the bike lanes as extra car lanes. I like the original plan best. That stretch of seminary needs to be like King.
The proposed design provides no bike lanes and provides minimal improvements for people who walk and take the bus, and does not address excessive vehicle speeds.	The proposed design provides no bike lanes and provides minimal improvements for people who walk and take the bus, and does not address excessive vehicle speeds.	Please reconfigure Seminary Road to reduce excessive vehicle speeds, provide bike lanes, and provide pedestrian refuge islands at bus stops.
I believe that Seminary should remain 4 lanes, with improvements to the sidewalks.	I support the proposed crosswalks.	Alexandria does not need a road diet, it needs to build a bypass to get cut through traffic off of our residential streets.
I do not use this road frequently but when I have used it (I am a walker) I noticed that the sidewalks are narrow, uneven, and contain lots of obstructions. I would support widening the sidewalk and making it ADA compliant. I also support increased visibility of street crossings with audible crossing signals, where signals are installed.	Thank you very much for your attention to widening and establishing sidewalks on Seminary Road. I would also appreciate audible traffic signals where they are installed, as I am visually impaired. I also appreciate the refuge island you propose, as it would allow a pedestrian to ensure that all traffic is stopped before proceeding.	I wish you would consider option 3, with narrowed traffic lanes, one in each direction, and bike lanes. The bike lanes would provide an additional buffer between the traffic and the sidewalk and would slow the speeding traffic. Option 3 with sidewalk improvements would be the optimal solution.
- By Hammond Middle School 15 MPH SPEED LIMITS are needed. - Telephone pole, wires and fire hydrant east of Firehouse 206 are very hazardous obstructions and should be removed ASAP. - A signal for metering traffic and for a safe pedestrian crossing at Kenmore and Seminary is needed ASAP.	As in Alternative 3, the number of vehicle lanes should be Reduced with a left turn lane and pedestrian refuge islands where signals are located.	The staff alternative compromises safety and is not aligned with Complete Streets policies. Alternativbe 3 will reduce speeding without excessive motor vehicle delays and provide a more balanced alternative for all modes of travel.

No comments on these. My comments are all on the proposed changes for Seminary Road between North Howard Street and Quaker Lane.

No objections to these improvements.

Critique of Complete Streets Staff Plan for Seminary Road from North Howard St to Quaker Lane As of June 3, 2019

1. What Complete Streets Staff Recommends:

[https://www.alexandriava.gov/uploadedFiles/transportation/infrastructure/infrastructure%20design/infrastructure%20boards%20PM3%20Alternative2.pdf](https://www.alexandriava.gov/uploadedFiles/transportation/infrastructure/infrastructure%20design/infrastructure%20design%20boards%20PM3%20Alternative2.pdf) North Howard Street to St Stephens Road Detail:

<https://www.alexandriava.gov/uploadedFiles/transportation/infrastructure/infrastructure%20design/infrastructure%20boards%20PM3%20Alternative3.pdf> St Stephens Road to Zabriskie:

<https://www.alexandriava.gov/uploadedFiles/transportation/infrastructure/infrastructure%20design/infrastructure%20boards%20PM3%20Alternative4.pdf> Zabriskie to Quaker Lane:

<https://www.alexandriava.gov/uploadedFiles/transportation/infrastructure/infrastructure%20design/infrastructure%20boards%20PM3%20Alternative4.pdf>

2. Justification of this proposal by Complete Streets Staff:

- It is consistent with Council-approved priorities.
- It is supported by traffic analysis conducted on the proposed design.
- Public input was considered prior to proposing the design alternative for Seminary Road between North Howard Street and Quaker Lane.
- It will “reduce crashes on the corridor.”
- It will improve mobility, safety, and access for all roadway users.
- It will provide continuous, safe, and comfortable places for people to walk.
- It will provide more frequent and safer crossing opportunities along the corridor.
- It will minimize delay at intersections, and encourage speed limit compliance.
- It will better serve all modes of transportation “where excess roadway capacity

exists.” 3. Arguments against the Complete Streets Staff proposal: • The speed limit on Seminary Road from Kenmore Street to Quaker Lane was decreased from 35 mph to 25 mph on March 25, 2016. Since that time the crash statistics have improved significantly for the portion of Seminary Road that is in the Complete Streets Project Plan: North Howard Street to Quaker Lane, as shown by the data below:

Year	Total Crashes	Injury Crashes	KSI Crashes
2010	24	5	1
2011	30	8	1
2012	26	6	0
2013	31	9	2
2014	25	9	0
2015	31	10	1
2016	16	8	1
2010-2016 Average	26.1/yr.	7.9/yr.	0.9/yr.
2017	12	5	0
2018	13	3	2
2017-2018 Average	12.5/yr.	4/yr.	1/yr.

Therefore, the Seminary Road corridor from North Howard Street to Quaker Lane is not a “high crash zone”, which requires over 50 crashes per year. It is actually a low crash zone, which has experienced significantly fewer crashes since the speed limit reduction in March 2016. During 2017-2018, there was an average of 12.5 crashes per year, 52% less than the average for the seven prior years (2010 to 2016). In addition, there were 49% fewer injury crashes in 2017-2018 and there were no deaths from traffic accidents in 2017 or 2018. Consequently, there is no need to reconfigure the existing street design in order to make the road safer for automobiles because Seminary Road from North Howard St. to Quaker Lane is already a relatively safe road. • Functional Classification - Seminary Road west of North Howard Street is classified as a “Commercial

		<p>Connector” whereas Seminary Road east of North Howard Street is not. This is believed to be an improper classification. A high percentage of the east-bound and west-bound traffic between I-395 and Quaker Lane during rush hour is commuter traffic bound for work or home. This commuter traffic enters Seminary Road East from west Seminary Road, I-395, Jordan Street, St Stephens Road, Howard Street, St. Stephens Road, Fort Williams Parkway, Quaker Lane, or from the driveways of homes bordering Seminary Road. So if Seminary Road west of North Howard Street is considered a Commercial Connector, Seminary Road east of North Howard Street must also be a Commercial Connector. There is very little difference in the daily traffic count between these two segments of Seminary Road between I-395 and Quaker Lane. In fact, the City of Alexandria reports that the average daily traffic for Seminary Road from I-395 to Quaker Lane is 16,000 cars per day without dividing the data into segments (east and west of North Howard Street).</p> <ul style="list-style-type: none">• Fire engines associated with Alexandria Fire Station 206 and ambulances associated with INOVA Alexandria Hospital often drive on Seminary Road from I-395 to Quaker Lane during emergencies; and they need a four lane road with two lanes in each direction to move safely and quickly to their destination. There is just as much need for four lanes east of North Howard Street as there is west of North Howard Street for such emergency vehicles.• I have lived on Fort Worth Avenue in Seminary Ridge for 35
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years (1985 to present). I have driven on Seminary Road over 15,000 times during this period. Based on my frequent observation of traffic on Seminary Road, the entire span of Seminary Road from I-395 to Quaker Lane is a busy Commercial Connector. Most of the 16,000 cars per day travel during rush hour, and this entire span of Seminary Road is a very busy road during rush hour. That is why Seminary Road from Kenmore Avenue to Quaker Lane needs to be a four lane road with a double yellow line or street median in the middle of the road – just as it is today. This is the main reason why Alternatives 2 and 3 are not acceptable for any portion of Seminary Road between North Howard Street and Quaker Lane.

- There is no need for any bike lanes on Seminary Road east of North Howard Street for the following reasons: 1. Seminary Road is unlike North Howard Street, which is a relatively quiet residential street connecting Seminary Road to Braddock Road and Fort Ward Park. Seminary Road is a busy Commercial Connector providing access to I-395 to traffic on Seminary Road. The traffic on Seminary Road arrives from several connector roads and from residential properties bordering both sides of Seminary Road. This creates hazardous driving conditions for bikers on Seminary Road (with or without bike lanes) during rush hour on Monday to Friday. Bike lanes may create the appearance of safer driving conditions for bikers, and this may attract more bikers to Seminary Road, which will actually result in more hazardous driving

		<p>conditions for bikers and car operators during rush hour. 2. For at least four hours per day, Seminary Road is a very busy commuter thoroughfare. Most of the 16,000 cars per day travel during this period. During rush hour, traffic bound for I-395 or Quaker Lane will flow more safely without any bike lanes on Seminary Road. 3. Young children will not be safe driving their bikes in bike lanes on Seminary Road on Monday to Friday during rush hour. Therefore, bike lanes on Seminary Road will potentially benefit only experienced bike riders. 4. The residential area within a mile of the Seminary Road corridor from I-395 to Quaker Lane is primarily a high income area. The vast majority of people living in this area commute to and from work by personal auto, or by a combination of personal auto and the metro. Even if bike lanes were added, very few residents in this area would switch from auto travel to bike travel. They do not commute to work via bicycle. Most bikers who live in this area are recreational bikers. If they are serious recreational bikers, they carry their bikes on their car to one of the good bike trails in the DC area, such as the trail along the Potomac River, and they do their biking on that trail. 5. Seminary Road is not a connector road to any bike trail in Alexandria. The bike trail in Alexandria closest to Seminary Road is the Potomac River bike trail. Seminary Road cannot be used to reach that bike trail. 6. Bike lanes on Seminary Road are a bad idea for several other reasons:</p> <ul style="list-style-type: none">• Bike lanes cause turning and
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crossing conflicts for both cars and bikers. These conflicts can arise for left and right turns of both cars and bikes. • Bike lanes encourage cyclists to ride in the bike lane, even when it is not appropriate to ride on the far right side of the road. • Drivers make dangerous right turns across the path of cyclists. • Good cyclists don't need bike lanes, anyway. Conclusion: Therefore, Alternative 1 is the best decision for the vast majority of Seminary Road users. Alternative 1 calls for four lanes (two lanes in each direction) on Seminary Road from North Howard Street to Quaker Lane. Each lane should be narrowed to 10 to 10.5 feet in order to provide safe and improved sidewalks. It has been proven that traffic goes slower on commuter corridors when lanes are 10 feet rather than 12 feet wide, so all four lanes should be narrowed. The heavy traffic during rush hour makes it desirable to have two lanes in each direction, with a double yellow line or a street median in the middle of the road, for the entire span of Seminary Road east of North Howard Street. No bike lanes or shared bike lanes should be added to Seminary Road between North Howard Street and Quaker Lane. Other desirable actions are as follows: 1. Upgrade the existing crosswalk at North Howard Street and Seminary Road. 2. Install new crosswalks at bus stops, Fort Williams Parkway, and St. Stephens Road. 3. All sidewalks should be wider, continuous, and buffered from moving traffic. 4. Repave Seminary Road as necessary. 5. Request the Alexandria Police Department to

		<p>increase speed enforcement along Seminary Road to strictly enforce the 25 mph speed limit. Justification: 1. The entire span of Seminary Road from I-395 to Quaker Lane is a busy Commercial Connector. Commuters gain access to Seminary Road via Jordan Street, North Howard Street, St Stephens Road, Fort Williams Parkway, and Quaker Lane during their rush hour commutes. 2. Most of the 16,000 cars per day on Seminary Road travel during rush hour. Commuter traffic travels east and west on Seminary Road between I-395 and Quaker Lane. Therefore, the entire span of Seminary Road between I-395 and Quaker Lane needs to be a four lane road with a double yellow line or a street median in the middle of the road. 3. The street layout in either Alternative 2 or Alternative 3 will reduce the number of car lanes and make Seminary Road between I-395 and Quaker Lane a more dangerous road. 4. Bike lanes or shared bike lanes are not necessary or advisable for the vast majority of people traveling on Seminary Road for the reasons listed above. Bike lanes will be dangerous for young bikers. Bike lanes are not necessary for skilled bikers. The vast majority of skilled bikers do not commute on bikes, they use their bikes on bike trails, and they rarely bike on busy Commercial Connectors. 5. The 2017-2018 crash data above shows that Seminary Road between North Howard Street and Quaker Lane is not a high crash area. It also shows that Seminary Road has become substantially safer since the speed limit was</p>
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lowered in March 2016. It is not necessary to change the number of lanes on Seminary Road in an attempt to make it safer. However, the width of the lanes should be narrowed and all sidewalks should be wider, continuous, and buffered from moving traffic. 6. Aside from dangerous or missing sidewalks, the main problem on Seminary Road today is excessive speed. I estimate that 30-40% of the traffic on Seminary Road between I-395 and Quaker Lane is moving too fast. Drivers on Seminary Road are exceeding the speed limit for the following reasons:

- Drivers going west are in a hurry to reach I-395.
- Drivers going east have just left a stretch of Seminary Road where the speed limit is 35 mph; or I-395 where the speed limit is 55 mph.
- Old habits die hard. For over 30 years (until March 25, 2016) the speed limit on Seminary Road East was 35 mph between I-395 and Quaker Lane.
- There is insufficient speed enforcement on Seminary Road East by the Alexandria Police Department.

Prepared By: Henry W, Abbot 3932 Fort Worth Avenue Alexandria, Virginia 22304 (703) 823-1045
Date Prepared: June 3, 2019

<p>Two lanes west is good and required by the hospital. 1 1/2 lanes east is nuts. 2 lanes to 1 lane to 2 lanes and then a no turn on red. Traffic will back up and people will go down St Stephens and Ft Williams where there are many children and walkers, with and without dogs. I see no children or walkers on Seminary between Ft W and Quaker lane. So you will move traffic from a low pedestrian area to a high pedestrian area.</p>	<p>Yes, I think we need more places for pedestrians to cross the street. Hawk eyes crossings sound good. Given these we do not need the expensive side walks you are proposing.</p>	<p>You say you want citizen input, but your actions belie this. The meeting on the 30th was supposed to be to discuss the T&S plan. It had been scheduled for months and the plan to be discussed should have been out by the previous Friday. Instead it came out ~ 1 pm ON THE DAY OF THE MEETING. For those of us who work there was almost no time to look at it before the meeting. I glanced at it quickly but did not understand it. It was not until I got to the meeting at 7 that I realised what the plan was . I felt blindsided. I had ~ 20 mins before the "discussion" began. To present the plan at this time undercuts anything you say about wanting citizen input. Also you gave no response to why option 4 presented by the Seminary Hills Association was not even considered. You do not seem to care at all about what the people who actually live here want.</p>
<p>Do not place no turn on red, if do place on sign “ if pedestrians present”</p>	<p>I do not support further pedestrian crossings improvements.</p>	<p>Do not remove any turn lanes as this will bog traffic at the intersection furtgeringvendingangering pedestrians</p>

I continue to oppose this proposal and any future proposal to reduce Seminary Road from 4 lanes anywhere west of Quaker. I support the proposed Alternative 4 endorsed by the Seminary Hill Association. I strongly oppose prohibiting a right turn on red at the intersection of Seminary and Jordan. Unfortunately, this proposal will only lead to more congestion on Seminary and spill over on to neighborhood street without safety improvements. Traffic is bad enough as it is; the LAST thing I need for my family of six is to be stuck in more traffic thanks to this proposal as we try to be active and contributing members of the community as we go to school, church, shop and run errands in Alexandria, and go to work in Alexandria. I oppose the proposal to "[r]emove slip lane for southbound Howard to westbound Seminary;" traffic can take too long already due to the poor timing of lights there. I strongly support improving the traffic signal timing to best reduce traffic and am pissed off this already isn't done.

I support maintaining four lanes on Seminary. I oppose the proposed pedestrian crossing median at Chapel Hill and Seminary as there is no need with Howard and Seminary being so close, it would slow traffic, and would lead to more chances for pedestrians being struck by cars.

Reducing Seminary Road from 4 lanes is outrageous and shows the damage that unaccountable bureaucrats can do in spite of the clear wishes of the public. The City and ACPS have totally screwed me and my neighbors with their handling of the Patrick Henry Elementary School; I have every confidence the City will do it here as well because it doesn't care what me or my neighbors think or want.

I continue to oppose this proposal and any future proposal to reduce Seminary Road from 4 lanes anywhere west of Quaker. I support the proposed Alternative 4 endorsed by the Seminary Hill Association. I strongly oppose prohibiting a right turn on red at the intersection of Seminary and Jordan. Unfortunately, this proposal will only lead to more congestion on Seminary and spill over on to neighborhood street without safety improvements. Traffic is bad enough as it is; the LAST thing I need for my family of six is to be stuck in more traffic thanks to this proposal as we try to be active and contributing members of the community as we go to school, church, shop and run errands in Alexandria, and go to work in Alexandria. I oppose the proposal to "[r]emove slip lane for southbound Howard to westbound Seminary;" traffic can take too long already due to the poor timing of lights there. I strongly support improving the traffic signal timing to best reduce traffic and am pissed off this already isn't done. That's ridiculous and demonstrates the incompetency of those in T&ES.

I support maintaining four lanes on Seminary. I oppose the proposed pedestrian crossing median at Chapel Hill and Seminary as there is no need with Howard and Seminary being so close, it would slow traffic, and would lead to more chances for pedestrians being struck by cars.

Reducing Seminary Road from 4 lanes is outrageous and shows the damage that unaccountable bureaucrats can do in spite of the clear wishes of the public. The City and ACPS have totally screwed me and my neighbors with their handling of the Patrick Henry Elementary School; I have every confidence the City will do it here as well because it doesn't care what me or my neighbors think or want.

I think these are a good start to an ongoing problem. However, these are highly populated areas not including the middle school. I feel like you are accommodating the highway entrances and exits more than the safety of the many pedestrians around there. I also can't help but notice that this is a lower income area and they don't seem to get pedestrian islands. Is that maybe because it's less safe to have them near a high traffic area? As a city that calls themselves an eco city....I can't help but notice that we aren't focusing on cutting cars on the road and increasing public transportation and bike lanes. Maybe that can be next? As maybe that would help with high pedestrian traffic areas

I think these are excellent changes. Readily available for pedestrians and bikers alike. However, I can't help but notice this is in a less populated area with a lot more wealth. As for the Seminary and Quaker crossings, I see that it accounts and aids for traffic of cars, can we work on accommodating pedestrians and public transportation users as well as bike lane users? I see kids riding bikes on that road to school and it terrifies me now, I don't see how this will help them, even with the LPs. Also, when trying to do test for this area, I know full well that those kids won't be in Douglas MacArthur for a full year in 2020-2021 as their new school will be being built. So please don't try to fool the public.

I think you claim to be an Eco City, yet I don't see you making any changes that are absolutely needed to combat the climate crisis. We don't have time for these half measures. Please don't tell me there isn't any money because all over the city, developers are building multi residential homes in past commercial areas. Bringing loads of money in taxes, you aren't building new schools, you aren't changing infrastructure, you are slowly changing government buildings to be LEED but not net zero. These tiny steps are not enough, and while you may be nervous about the many car owners that will complain, I can assure you they complained in NYC when they changed traffic patterns, when they made Times Square A pedestrian walkway. They complained for sure, but they adapted just fine. As will we. So when making "new designs" they should include bike lanes, bus lanes, and pedestrian walkways FIRST, and car lanes dead last. Cause quite simply, we do not have time for anything else.

<p>see below</p>	<p>see below</p>	<p>I urge the rejection of this staff proposed hybrid alternative, which is mostly a four-lane solution, and does not reduce excessive vehicle speeds, requires crossing four lanes of high-speed traffic, does not provide suitable buffer space along the sidewalks (except in a short section), and does not provide bike lanes. This Hybrid alternative compromises safety and is inconsistent with City Environmental, Transportation and Complete Streets policies. Please implement Alternative 3 to reduce excessive vehicle speeds, provide 5 to 6 ft of buffer space for people who walk, provide bike lanes (a Top Ten Transportation Plan project, #9 of 96 bike network priorities) and fill the sidewalk gap (Also a Top Ten priority, #9 of 43 sidewalk priorities). From my experience biking on Seminary road, and crossing Seminary Road with my children in a stroller, implementing alternative 3 is critical to the safety of our citizens.</p>
<p>We really need crosswalks!! Particularly at the bus stops near the seminary. And improved sidewalks for the children who live at the seminary to walk to school, as well as all of the seminary staff who ride the bus to work. And bike lanes. I'm terrified to ride my bike along Seminary — the road is rough and the drivers are aggressive.</p>	<p>YES YES YES</p>	<p>Where is the bike lane?! Bikes are an excellent commuting option much of the year, both in terms of exercise, congestion, and climate impacts.</p>
<p>I strongly oppose this proposal. It does nothing to forward the City's adopted Complete Streets and Vision Zero commitments. You must address how this proposal ignores or rejects these commitments. Better yet, implement the</p>	<p>Better, but not enough</p>	<p>Protected bike lane!</p>

commitments with a reasonable proposal that includes bike lanes and traffic calming to protect and enhance all modes of transportation, not just cars.		
All major routes, including this one, should have protected bike lanes. The city's priority should be to make improvements in a way that facilitates alternative forms of transportation, especially bike infrastructure and mass transit. If these factors aren't included in the design I consider it a lost opportunity and a waste of my property tax dollars.		All major routes, including this one, should have protected bike lanes. The city's priority should be to make improvements in a way that facilitates alternative forms of transportation, especially bike infrastructure and mass transit. If these factors aren't included in the design I consider it a lost opportunity and a waste of my property tax dollars.
The only way to create a situation in which pedestrians and cyclists do not constantly feel uncomfortable and in fear for their safety is the proposed Alternative 3. That alternative has one lane in each direction with a center turn lane and nine lanes on each side.	Staff is abdicating their responsibility to create safe road and travel conditions for non-motorized traffic participants such as pedestrians and cyclists. Applying these band aids is not effective.	Staff seems to disregard established guidelines and research on Vision Zero and continues to kowtow to the demands of car drivers to the detriment of everybody else. This proposal must not be approved.
Add bike lanes and full sidewalk	Not enough. Clear access to bus stops	Add. Sidewalks Bike lanes Clear access to bus stops

APPENDIX B – EMAILED COMMENTS FROM INDIVIDUALS

See Attachment

Appendix B – Emailed Comments on Staff Recommendation

Greetings Ms. Mayeur:

I'm from Arlington, but work in Alexandria. I am reaching out to you for comment on the Seminary Road reconfiguration. I wish to show my support to the city towards making the streets less accident prone, and towards improving conditions that support and foster alternative means of transport. I wish to show my support towards the Alternative 3 that includes shared left turn lanes and protected bike lanes. I do not feel, however, that the crosswalk configuration is really not optimal. The spacing seems a bit too tight, close to only 400 ft. apart, for the two proposed crosswalks that immediately parallel Ft. Williams Pkwy. I feel that the RRFB's won't be as effective as HAWK signals, and I would tend to lean towards HAWK signals for the existing crossings. That being said, I've seen roads such as Joyce St. in Arlington near Hayes that without any RRFB/HAWK treatments at all, handle relatively large volumes of confident pedestrian traffic, so I would tend to let the planner do what is best in the choice of signals for pedestrian safety as local traffic conditions may warrant different solutions.

As both a driver and frequent pedestrian, I would like to see the use of the so-called "shark teeth" as opposed to the stop-bar's. As a driver, stop-bar's just don't feel as 'forgiving' and encouraging a controlled stop. I live with and frequent crosswalks protected by shark teeth, and while drivers may overshoot the teeth at-times, they generally do stop. From the windshield perspective, I don't quite have the same guilt or need to come to such an abrupt stop for people crossing the street for just missing the teeth as opposed to missing the stop-bar. Call it more psychology, but I tend to associated stop-bar's with stop-lights and prompt and unforgiving stops, might not be the most ideal thing for situations where pedestrians come into the street quickly with their quick maneuverability. I frequent this street bit of street.

<https://goo.gl/maps/txpHwMGZFekxFExu5>

I like the use of shark teeth in addition to the use of the "continental style" crosswalks which looks like something you're already proposing, good to see. I like how they make good use of the crosswalk at the intersection. Pedestrians, at times, can help traffic trying to make left turns from the smaller bit of Joyce across 15th and back onto Joyce by stopping traffic. The shark teeth are placed before the intersection, as you can see, and that allows traffic to make left turns when cars stop for pedestrians at the teeth. Although, I will say, the kind of lack of a crosswalk on the other side of the street may be a bit of a shortcoming as people sometimes cross literally right on the shark-teeth, but people still stop for them.

Actually looking at the adjoining Hayes St., the county does use the stop-bar's in conjunction with the HAWK, and they are effective. The shark teeth and crosswalk, and possibly the RRFB's, may be a more cost-efficient alternative that I would like a bit more given the smaller nature of Seminary. I just see large HAWK signals as more necessary for larger streets with higher posted

speeds of 30 mph +.

I really like the use of protected bike lanes in Alternative 3. These I see, will be the most likely to actually get more people biking, and actually feel and be safe. Admittedly, working off of anecdotes, but I don't see sharrows as being an effective strategy to encourage people to pick up biking for transport on that street. I see roads, like Columbia Pike with cyclists and scooter riders travelling on in a fully legal and predictable manner with traffic in the lane, and yet angered motorists are honking at them and cutting them off. They were even riding to the right of the road. On the note of the protected bike lanes...

"...a study team led by Christopher Monsere of Portland State University released a thorough analysis of new protected bike lanes in five major U.S. cities. The researchers videotaped the new lanes, conducted local surveys, and gathered data on cycling trends to get a full picture of life in these new corridors - comparing what they found to rider habits before the protected lanes were installed. They found that ridership increased anywhere from 21 to 171 percent, with about 10 percent of new riders drawn from other modes.

The analysis focused on new bike facilities along eight city streets: Barton Springs, Bluebonnet, and Rio Grande in Austin; Dearborn and Milwaukee in Chicago; Multnomah in Portland, Oregon; Oak and Fell (a street couplet) in San Francisco; and L Street in Washington, D.C. Some of the corridors had an unprotected bike lane before the study, others had nothing at all..."

<https://www.citylab.com/transportation/2014/06/protected-bike-lanes-arent-just-safer-they-can-also-increase-cycling/371958/>

<https://nacto.org/2016/07/20/high-quality-bike-facilities-increase-ridership-make-biking-safer/>

There is little in the way of contiguous bike infrastructure, making getting around by bike a harrowing experience. I tried to bike commute mixed with metro to work, but it was a confusing and bit unsafe experience. There was no marking to tell bikes where to go. Cars were travelling too fast to keep up and the sidewalk was missing ADA ramps, so going at speed on the sidewalk into that was a near accident. You could not travel at any real appreciable speed by bike safely.

I strongly support the use of the shared left turn lane. Simply adding travel lanes without thought of conflicting traffic is an unsound practice. You can really experience, firsthand, on Columbia Pike what the lack of left turn lanes does to through traffic. Traffic wanting turn left comes to a stop in the left lane brining people in the line to a standstill while they begin to cut

into the other lane, people waiting behind the guy turning now stop traffic in the other lane putting others at risk. Getting turning traffic out of the way of the people that want to go straight is an effective tactic to manage urban roads that NYC used with its road diets where they reduced traffic congestion when they added dedicated turn lanes and bike lanes. And to the people making comments of not being able to overtake, this stretch of roadway is not a limited access expressway! Attempting to overtake slower moving traffic has no purpose on surface streets with traffic signals or stop signs as you'll only end up one/two car lengths ahead at the next stoplight. It's short-sighted, and does not consider the flow of traffic as a whole when compared to the shared turn lane model.

In summation, I most support Alternative 3, but with shark-teeth instead of stop bars, and without the additional crosswalks parallel to Ft. Williams Pkwy. One of the goals of the project is to stop people from crashing into one another. This option should work most efficiently towards just reducing the danger to all parties while actually improving flow in areas.

V/r; Aaron Warnke

Please just keep seminary road as it is. Everyone in our neighborhood with a very very few exceptions wants seminary road to remain as is - 4 lanes. For all those who work , go to schools & live in this highly developed living & commercial area with ambulances to get to & from our only Alrxandria hospital & fire engines using seminary road 4 lanes is truly barely adequate !! Spend "our" money elsewhere where it is needed!! Does the city not have anything better to do than create a real problem !! Most of us are outraged & truly baffled by this horrible seminary road battle!!!!!!! Bunny Chapman

Subject: Proposed Redesign of Seminary Road-Howard to Quaker Lane

I support 4 traffic lanes on Seminary Road, Howard to Quaker Lane. No drop lane east of St. Stephens to Zabriskie. Keep the existing traffic signal and configuration at Seminary and Quaker-left lane left turn only, right lane straight ahead or right turn on to Quaker Lane. The proposed change would increase cut through traffic off Janneys Lane.

Use passively activated pedestrian lighting at new crosswalks and eliminate pedestrian islands. They potentially introduce a traffic hazard, e.g. near Fort Williams. Bus stops should be on parallel sides of Seminary Road.

Delete proposed temporary sidewalk on the northside of Seminary Road west of Quaker Lane. The barriers separating the traffic lane from the temporary sidewalk are unattractive, provide a false sense of safety and reduce the travel lanes in an area of the hybrid alternative.

6. Provide comments on Seminary Road improvements west of Howard.

There should be a passive pedestrian detection activated flashing light at the corner of Seminary and Howard. Hospital staff crosses to catch bus and during the twilight hours (rush hour) Oct-March the crossing is dangerous. Pedestrians dash across street to catch the bus.

7. Staff have recommended several new pedestrian crossings on Seminary Road east of North Howard Street (see summary above). Please provide your comments on these proposed changes.

The proposed drop lane east of St. Stephens Road serves no useful purpose for bikers or pedestrians. It causes confusion at a signal intersection. Cars, bikes in the curb side lane would suddenly have to merge into the through lane. To reduce the potential for confusion and accidents, the road way design should minimize lane changes, especially near intersections.

I suggest the RRFB be activated passively by a pedestrian detection system. The crossing is near the top of the hill and west bound traffic is often accelerating until it reaches the top. The warning flash should give the driver adequate warning to slow down. It would also be better if the bus stops on the north and south sides of Seminary Road were parallel with each other.

The median islands are less essential if RRFB passively activated pedestrian lights are installed. I suggest focusing on reducing traffic speeds, speed enforcement and relying on flashing pedestrian signals when crossing Seminary. On a heavily traveled street where speed is an issue, pedestrian islands could introduce a traffic hazard.

The temporary sidewalk to fill the gap on the north side of Seminary has little utility for pedestrians or bikers. The visual barriers are unsightly and provide no real protection for pedestrians. Deleting the temporary sidewalks (don't meet City standards) would reduce costs.

8. Please provide any other comments you may have related to the staff-recommended design for Seminary Road.

I support keeping 4 lanes of traffic on Seminary Road from Howard to Quaker Lane, reducing the lane widths, providing additional for pedestrians near bus stops.

The east bound traffic configuration at Seminary and Quaker should stay the same. Allowing traffic in the left lane to cross Quaker into Janneys Lane would increase cut through traffic in a residential/school area. Quaker Lane at Duke should be the main artery for southbound to Telegraph Road and I-495 to Maryland.

Dave Cavanaugh

Justin and Yon,

Good afternoon. Submitted the comments below via the on-line survey form, but thought you might want a more readable version. So, it's below. Glad to meet to discuss the details of my proposed changes, as well as additional ways to facilitate safe, efficient travel for all users of Seminary Road, at your convenience.

Regards,

Jim Allgood

Overall, the City's proposal is UNSATISFACTORY. While there are some intersection improvements, the major change of taking away a vehicular lane to enable the completion of a sidewalk segment is illogical and problematic. In addition, the vast majority of Seminary Road users and nearby residents vehemently opposes the City's modified proposal; instead, they support retaining four lanes on Seminary Road. [As an aside, what are the Seminary Road normalized usage numbers for pedestrians, bicyclists, and vehicles?]

Compared to the City's latest proposal, as well as to its other three previous alternatives, the recommended changes in this input would substantially improve both SAFETY and MOBILITY for all concerned (pedestrians, bicyclists, and motorists). With these changes, the City has the opportunity to improve the

situation for all Seminary Road users, as well as to enhance its credibility/support with the citizens of the West End.

Specific proposed changes:

West of Howard Street

- Kenmore and Seminary:
 - o Explore a signal to meter traffic and provide a safe pedestrian crossing (long-term)
 - **Recommendation: Install a pedestrian hybrid (HAWK) beacon now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall (pedestrian, bicyclist, and vehicular) mobility.**
- Library and Seminary:
 - o Upgrade crossing to high visibility markings (short-term)
 - **Recommendation: Upgrade crossing to high-visibility markings now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility.**
- Pickett and Seminary:
 - o Upgrade crossing to high-visibility crosswalk markings (short-term)
 - **Agree. Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility.**

o Widen sidewalk, where possible, to improve ADA accessibility (mid-term)

▪ **Agree. Would improve pedestrian/bicyclist SAFETY and have minimal impact on overall mobility.**

o Introduce Leading Pedestrian Intervals (LPIs) and No Turn on Reds to improve pedestrian crossing safety

▪ **Recommendation: Install LPIs and No turn on Red when Pedestrians Are Present signage now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility.**

• Jordan and Seminary:

o Upgrade crossing to high-visibility markings (short-term)

▪ **Recommendation: Install LPIs and No turn on Red when Pedestrians Are Present signage now. Rationale: Would improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility.**

o Widen sidewalk, where possible, to improve ADA accessibility (mid-term)

▪ **Agree. Would improve pedestrian/bicyclist SAFETY and have minimal impact on overall mobility.**

o Consider Leading Pedestrian Intervals (LPIs) and No Turn on Reds to improve pedestrian crossing safety

▪ **Recommendation: Install LPIs and No turn on Red when Pedestrians Are Present signage now. Rationale: Would**

improve pedestrian (including numerous school children)/bicyclist SAFETY and have minimal impact on overall mobility.

- General:
 - o Transit signal priority is possible to improve bus travel times, but might increase vehicle delay on side streets (mid-term)
 - **Disagree. Recommendation: Do not adjust transit signal priority. Rationale: Bus travel times are reasonable now; aside from their scheduled stops, buses flow through the Seminary Road area at a pace comparable to other vehicular traffic.**

Howard Street to St. Stephens Road

- Maintain two lanes in each direction **on Seminary Road** between North Howard Street and St. Stephens Rd
- **AGREE.**
- Howard and Seminary:
 - o Left turn phases become protected (green left arrow)
 - **???: All four left turn lanes already have green left arrows.**
 - o Remove slip lane for southbound Howard to westbound Seminary
 - **DISAGREE. Recommendations:**
 - 1) **Retain the slip lane; it works well for pedestrians, bicyclists, and vehicles.**

- 2) **Make the Howard southbound left lane straight or left turn, instead of the current left turn only configuration.**
- 3) **Make the Howard southbound right lane right turn only.**
- 4) **Upgrade all four crossings to high-visibility crosswalk markings now.**
- 5) **Install a HAWK beacon for the slip lane now.**

Rationale: Would improve overall (pedestrian, bicyclist, and vehicular) SAFETY and improve overall mobility. Removing the slip lane would increase the extant congestion at this intersection.

- o Narrow curb radii to slow turning drivers and improve pedestrian safety

- **DISAGREE. See Recommendations and Rationale above.**

- o Consolidate bus stops on the southwest corner of the intersection

- **Comment. Bus stops on the southwest side need to remain short of the intersection, so that after the bus stop those buses have enough distance to cross to the left turn lane to proceed north on Howard.**

- Chapel Hill and Seminary

- o New crossing, median island, and pedestrian hybrid beacon to provide safe pedestrian crossing opportunity

- **Partially Agree. Recommendations:**

- 1) **Add a new crossing and install a pedestrian hybrid (HAWK) beacon now.**

2) Do not add a median island.

Rationale: If properly placed (i.e., west of the bus stop), the new crossing and beacon would improve overall SAFETY (e.g., facilitate pedestrian/bicyclist crossing and help control vehicular speeds), and would have minimal impact on overall mobility. On the other hand, the median island would cause congestion and tend to jeopardize pedestrian safety.

- St. Stephens and Seminary
 - o New crosswalk on west leg of intersection
 - **Agree. Recommendation: Upgrade all crossings at this intersection to high-visibility markings. Rationale: Would improve pedestrian/bicyclist safety.**
 - o Eastbound lane approaching St. Stephens becomes right-turn only
 - **DISAGREE. Recommendation: Retain the eastbound lane as it is. Rationale: Would maintain overall mobility. Conversely, making the right hand eastbound lane right-turn only would unnecessarily significantly reduce mobility on Seminary Road. In addition, the volume of traffic turning right onto St Stephens Rd is insufficient to justify a right-turn only lane; no congestion due to right-turning traffic exists at this intersection.**

St. Stephens Road to North Quaker Lane

- Remove one eastbound lane between St. Stephens Rd and Zabriskie Dr (Emmanuel Church on the Hill)
 - o This will allow for a temporary sidewalk where one does not currently exist on the north side of Seminary Rd

o Staff will apply for additional funding to fully construct the sidewalk

▪ **DISAGREE. Recommendations:**

1) **Retain all four lanes between St Stephens Rd. and North Quaker Lane.**

2) **Install a new sidewalk section on the north side of Seminary Rd. (basically between Zabriskie Dr. and the old U.S. Post Office).**

Rationale: The City's proposed approach to fix a sidewalk problem would create a bigger street problem; that's illogical. Sufficient space exists (and the extant retaining wall could be replaced) to add the new sidewalk. And, the City has easement rights for public right-of-ways on Virginia Theological Seminary property, just as it does for other properties in the City. A new sidewalk section north of Seminary Rd. would improve overall SAFETY and improve overall mobility.

• **New pedestrian crossings:**

o With median island and pedestrian hybrid beacon between St. Stephens Rd and Ft. Williams Pkwy

o With median island and Rectangular Rapid Flash Beacon (RRFB) between Ft. Williams Pkwy and Zabriskie Rd

▪ **DISAGREE. Recommendations:**

1) **Install a traffic light and high-visibility crosswalks at the intersection of Fort Williams Pkwy and Seminary Road.**

2) Do not add median islands and the associated beacons. Installing the traffic light and crosswalks at Fort Williams Pkwy would obviate the need for these.

3) Relocate the bus stops east of Fort Williams Pkwy closer to the intersection.

Rationale: This alternative proposal is a simpler, more effective way to improve overall SAFETY (e.g., facilitate pedestrian [including bus riders]/bicyclist crossing and help control vehicular speeds), and would have minimal impact on overall mobility. Also, this action would be consistent with the proposed adjustments to the St. Stephens Rd intersection ... common logic/approach.

On the other hand, the median islands would cause congestion and tend to jeopardize pedestrian safety.

- North Quaker and Seminary:
 - Removes exclusive eastbound and westbound left turn phase
 - Left-only lane becomes a left and through lane
 - Through and right turn lane becomes right-only lane
 - Remove pedestrian-only signal phase, convert to Leading Pedestrian Interval, and prohibit turns on red to improve operations and pedestrian safety

Agree. Would improve both overall SAFETY and overall mobility. [I initially made this proposal six years ago, and have done so several times since then.]

Critique of Complete Streets Staff Plan for Seminary Road from North Howard St to Quaker Lane As of June 3, 2019

1. What Complete Streets Staff Recommends:

https://www.alexandriava.gov/uploadedFiles/tes/info/Seminary%20InDesign%20Boards_PM3%20Alternative2.pdf

North Howard Street to St Stephens Road Detail:

https://www.alexandriava.gov/uploadedFiles/tes/info/Seminary%20InDesign%20Boards_PM3%20Alternative3.pdf

St Stephens Road to Zabriskie:

https://www.alexandriava.gov/uploadedFiles/tes/info/Seminary%20InDesign%20Boards_PM3%20Alternative4.pdf

Zabriskie to Quaker Lane:

https://www.alexandriava.gov/uploadedFiles/tes/info/Seminary%20InDesign%20Boards_PM3%20Alternative4.pdf

2. Justification of this proposal by Complete Streets Staff:

- It is consistent with Council-approved priorities.
- It is supported by traffic analysis conducted on the proposed design.
- Public input was considered prior to proposing the design alternative for Seminary Road between North Howard Street and Quaker Lane.
- It will “reduce crashes on the corridor.”
- It will improve mobility, safety, and access for all roadway users.
- It will provide continuous, safe, and comfortable places for people to walk.
- It will provide more frequent and safer crossing opportunities along the corridor.
- It will minimize delay at intersections, and encourage speed limit compliance.
- It will better serve all modes of transportation “where excess roadway capacity exists.”

3. Arguments against the Complete Streets Staff proposal:

- The speed limit on Seminary Road from Kenmore Street to Quaker Lane was decreased from 35 mph to 25 mph on March 25, 2016. Since that time the crash statistics have improved significantly for the portion of Seminary Road that is in the Complete Streets Project Plan: North Howard Street to Quaker Lane, as shown by the data below:

<u>Year</u>	<u>Total Crashes</u>	<u>Injury Crashes</u>	<u>KSI Crashes</u>
2010	24	5	1
2011	30	8	1
2012	26	6	0
2013	31	9	2
2014	25	9	0
2015	31	10	1
2016	16	8	1
2010-2016 Average	26.1/yr.	7.9/yr.	0.9/yr.
2017	12	5	0
2018	13	3	2
2017-2018 Average	12.5/yr.	4/yr.	1/yr.

Therefore, the Seminary Road corridor from North Howard Street to Quaker Lane is not a “high crash zone”, which requires over 50 crashes per year. It is actually a low crash zone, which has experienced significantly fewer crashes since the speed limit reduction in March 2016. During 2017-2018, there was an average of 12.5 crashes per year, 52% less than the average for the seven prior years (2010 to 2016). In addition, there were 49% fewer injury crashes in 2017-2018 and there were no deaths from traffic accidents in 2017 or 2018. Consequently, there is no need to reconfigure the existing street design in order to make the road safer for automobiles because Seminary Road from North Howard St. to Quaker Lane is already a relatively safe road.

- Functional Classification - Seminary Road west of North Howard Street is classified as a “Commercial Connector” whereas Seminary Road east of North Howard Street is not. This is believed to be an improper classification. A high percentage of the east-bound and west-bound traffic between I-395 and Quaker Lane during rush hour is commuter traffic bound for work or home. This commuter traffic enters Seminary Road East from west Seminary Road, I-395, Jordan Street, St Stephens Road, Howard Street, St. Stephens Road, Fort Williams Parkway, Quaker Lane, or from the driveways of homes bordering Seminary Road. So if Seminary Road west of North Howard Street is considered a Commercial Connector, Seminary Road east of North Howard Street must also be

a Commercial Connector. There is very little difference in the daily traffic count between these two segments of Seminary Road between I-395 and Quaker Lane. In fact, the City of Alexandria reports that the average daily traffic for Seminary Road from I-395 to Quaker Lane is 16,000 cars per day without dividing the data into segments (east and west of North Howard Street).

- Fire engines associated with Alexandria Fire Station 206 and ambulances associated with INOVA Alexandria Hospital often drive on Seminary Road from I-395 to Quaker Lane during emergencies; and they need a four lane road with two lanes in each direction to move safely and quickly to their destination. There is just as much need for four lanes east of North Howard Street as there is west of North Howard Street for such emergency vehicles.
- I have lived on Fort Worth Avenue in Seminary Ridge for 35 years (1985 to present). I have driven on Seminary Road over 15,000 times during this period. Based on my frequent observation of traffic on Seminary Road, the entire span of Seminary Road from I-395 to Quaker Lane is a busy Commercial Connector. Most of the 16,000 cars per day travel during rush hour, and this entire span of Seminary Road is a very busy road during rush hour. That is why Seminary Road from Kenmore Avenue to Quaker Lane needs to be a four lane road with a double yellow line or street median in the middle of the road – just as it is today. This is the main reason why Alternatives 2 and 3 are not acceptable for any portion of Seminary Road between North Howard Street and Quaker Lane.
- There is no need for any bike lanes on Seminary Road east of North Howard Street for the following reasons:
 1. Seminary Road is unlike North Howard Street, which is a relatively quiet residential street connecting Seminary Road to Braddock Road and Fort Ward Park. Seminary Road is a busy Commercial Connector providing access to I-395 to traffic on Seminary Road. The traffic on Seminary Road arrives from several connector roads and from residential properties bordering both sides of Seminary Road. This creates hazardous driving conditions for bikers on Seminary Road (with or without bike lanes) during rush hour on Monday to Friday. Bike lanes may create the appearance of safer driving conditions for bikers, and this may attract more bikers to Seminary Road, which will actually result in more hazardous driving conditions for bikers and car operators during rush hour.
 2. For at least four hours per day, Seminary Road is a very busy commuter thoroughfare. Most of the 16,000 cars per day travel during this period. During rush hour, traffic bound for I-395 or Quaker Lane will flow more safely without any bike lanes on Seminary Road.
 3. Young children will not be safe driving their bikes in bike lanes on Seminary Road on Monday to Friday during rush hour. Therefore, bike lanes on Seminary Road will potentially benefit only experienced bike riders.

4. The residential area within a mile of the Seminary Road corridor from I-395 to Quaker Lane is primarily a high income area. The vast majority of people living in this area commute to and from work by personal auto, or by a combination of personal auto and the metro. Even if bike lanes were added, very few residents in this area would switch from auto travel to bike travel. They do not commute to work via bicycle. Most bikers who live in this area are recreational bikers. If they are serious recreational bikers, they carry their bikes on their car to one of the good bike trails in the DC area, such as the trail along the Potomac River, and they do their biking on that trail.
5. Seminary Road is not a connector road to any bike trail in Alexandria. The bike trail in Alexandria closest to Seminary Road is the Potomac River bike trail. Seminary Road cannot be used to reach that bike trail.
6. Bike lanes on Seminary Road are a bad idea for several other reasons:
 - Bike lanes cause turning and crossing conflicts for both cars and bikers. These conflicts can arise for left and right turns of both cars and bikes.
 - Bike lanes encourage cyclists to ride in the bike lane, even when it is not appropriate to ride on the far right side of the road.
 - Drivers make dangerous right turns across the path of cyclists.
 - Good cyclists don't need bike lanes, anyway.

Conclusion: Therefore, Alternative 1 is the best decision for the vast majority of Seminary Road users. Alternative 1 calls for four lanes (two lanes in each direction) on Seminary Road from North Howard Street to Quaker Lane. Each lane should be narrowed to 10 to 10.5 feet in order to provide safe and improved sidewalks. It has been proven that traffic goes slower on commuter corridors when lanes are 10 feet rather than 12 feet wide, so all four lanes should be narrowed. The heavy traffic during rush hour makes it desirable to have two lanes in each direction, with a double yellow line or a street median in the middle of the road, for the entire span of Seminary Road east of North Howard Street. No bike lanes or shared bike lanes should be added to Seminary Road between North Howard Street and Quaker Lane. Other desirable actions are as follows:

1. Upgrade the existing crosswalk at North Howard Street and Seminary Road.
2. Install new crosswalks at bus stops, Fort Williams Parkway, and St. Stephens Road.
3. All sidewalks should be wider, continuous, and buffered from moving traffic.
4. Repave Seminary Road as necessary.
5. Request the Alexandria Police Department to increase speed enforcement along Seminary Road to strictly enforce the 25 mph speed limit.

Justification:

1. The entire span of Seminary Road from I-395 to Quaker Lane is a busy Commercial Connector. Commuters gain access to Seminary Road via

Jordan Street, North Howard Street, St Stephens Road, Fort Williams Parkway, and Quaker Lane during their rush hour commutes.

2. Most of the 16,000 cars per day on Seminary Road travel during rush hour. Commuter traffic travels east and west on Seminary Road between I-395 and Quaker Lane. Therefore, the entire span of Seminary Road between I-395 and Quaker Lane needs to be a four lane road with a double yellow line or a street median in the middle of the road.

3. The street layout in either Alternative 2 or Alternative 3 will reduce the number of car lanes and make Seminary Road between I-395 and Quaker Lane a more dangerous road.

4. Bike lanes or shared bike lanes are not necessary or advisable for the vast majority of people traveling on Seminary Road for the reasons listed above. Bike lanes will be dangerous for young bikers. Bike lanes are not necessary for skilled bikers. The vast majority of skilled bikers do not commute on bikes, they use their bikes on bike trails, and they rarely bike on busy Commercial Connectors.

5. The 2017-2018 crash data above shows that Seminary Road between North Howard Street and Quaker Lane is not a high crash area. It also shows that Seminary Road has become substantially safer since the speed limit was lowered in March 2016. It is not necessary to change the number of lanes on Seminary Road in an attempt to make it safer. However, the width of the lanes should be narrowed and all sidewalks should be wider, continuous, and buffered from moving traffic.

6. Aside from dangerous or missing sidewalks, the main problem on Seminary Road today is excessive speed. I estimate that 30-40% of the traffic on Seminary Road between I-395 and Quaker Lane is moving too fast. Drivers on Seminary Road are exceeding the speed limit for the following reasons:

- **Drivers going west are in a hurry to reach I-395.**
- **Drivers going east have just left a stretch of Seminary Road where the speed limit is 35 mph; or I-395 where the speed limit is 55 mph.**
- **Old habits die hard. For over 30 years (until March 25, 2016) the speed limit on Seminary Road East was 35 mph between I-395 and Quaker Lane.**
- **There is insufficient speed enforcement on Seminary Road East by the Alexandria Police Department.**

Prepared By: Henry W, Abbot

Date Prepared: June 3, 2019

Hi Christine

Thank you for all the information you've provided on the proposed changes to Seminary Road. I would like to ask one point of clarification:

I understand the plan to make the right lane from Seminary East turning on to Quaker for right turn only (and the other lane to be a straight or left turn). My question: will cars still be able to turn right on red from Seminary onto Quaker heading south?

I did not see anything in the presentation materials about a change that would not allow right on red, but one of the questions at the meeting and a posting on NextDoor Neighbor indicated that there would no longer be red turn on red allowed.

This would be an important point to clarify. If it is NOT allowed, the proposed changes will be horrendous. Assuming it will still be allowed, I think it's important to get that message out to people so there is not a misunderstanding

Thank you for your help

Susan

Dear Ms Mayeur,

My letter today addresses the considered concerns of the overwhelming majority of our neighborhood, Seminary Ridge, with regard to the redesign of Seminary Road.

Clearly from the latest version you presented at the May 30th community meeting, you and the staff have tried to accommodate all parties who voiced concerns with the initial alternatives. For these patient efforts in listening to all of us and in attempting to find solutions for all parties, we thank you and the staff.

Nevertheless, with this latest alternative, our concerns continue. Our community desires four lanes for vehicle traffic, without reduction from St Stephens Road to Zabriskie Street. The consequences from this narrowing will result in more cut through traffic on both St Stephens and Ft Williams. Already the traffic on Ft Williams during the rush hours causes homeowners difficulty in accessing and leaving their driveways. There are five driveways that enter Seminary Road in this section; there are over 50 on Ft Williams.

A second concern is the placement of a temporary walkway on Seminary Road from Quaker to beyond Ft Williams where no sidewalk currently exists on the north side of the roadway. We believe the sidewalk present on the south side of the street offers a safer walkway than a temporary one in the roadway. You advised that additional work with the Seminary would hopefully result in an improved sidewalk on the north side. We should await those negotiations.

In that several other pending actions will bring additional factors into play for solutions to the design of Seminary Road, to include the work of Transurban on Highway 395, we respectfully request that Seminary Road be repaved as it currently is designed until the additional actions have become known. The addition of crosswalks, mid-block, will prove helpful.

Our neighborhood petition with over 160 signatures is attached as further voice to the above concerns. Others asked to sign, but time has run out.

Sincerely,

Marianne Coates

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Respectfully, we request that Seminary Road be repaved and marked to retain four vehicle lanes of traffic.

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Angela Gore

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BLIAN COMPTON 4001 FORT WORTH AVE
Faith Spencer 901 St. Stephens Rd
Jack Spencer 901 St. Stephens Rd.
Lamon & Mark Maddox 913 St. Stephens Rd., Alex. 22304

Ms. Mayeur:

I heard a suggestion by a cyclist a while back and I'm wondering why this is not possible-

why can't we have one sidewalk (either the eastbound or westbound side of the street) used for walkers and the other side of the street have the sidewalk paved with a yellow line down the middle for cyclists?

Doesn't this seem to accommodate both traffic flow and true safety for cyclists- by keeping them separated from vehicles?

Thank you-

JulieAnne Jones

5.30.19

Good evening. My name is Carolyn Griglione. My address is 1416 N. Ivanhoe St.

1. Please explain how the median island will be located at the new Chapel Hill crossing. In the diagram it appears the lanes have been narrowed to provide two feet of buffer. How much space does the median island require. Will this have any impact on motorists? Are the two center lanes narrowed at the median location? Will motorists need to merge into the curb lane?
2. Where and how will the new Hawk and RFFB signs be installed? Will they be placed in the sidewalk area? The sidewalks are already narrow. Will poles impede pedestrians using the sidewalk?
3. Why after crossing N. Howard going east on Seminary does the road expand to two through lanes and then at some point before St. Stephens revert to one through lane? Why is it not one lane the entire distance?
4. Please explain the consolidation of the bus stops at Seminary and N. Howard. How will this improve safety for pedestrians in this area?
5. What impact should those living and using Seminary Rd. west of N. Howard expect from the Hybrid plan suggested for east of N. Howard? Are there plans to remediate any problems that occur?
6. Please explain how the traffic going south on N. Howard at Seminary will move through the intersection. Could the center lane be changed to a through and left turn and the curb lane be right turn only?

5.28.19
Carolyn Griglione
1416 N. Ivanhoe St.
Alexandria, VA 22304
703 370-0653

Dear Mayor, Vice Mayor and City Council Members,

I continue to stew over the Seminary Road Complete Streets Project. I have grave concern about the design selection for the Seminary Road project. If the Seminary Rd. design remains in its current configuration we are in for a situation where those in favor of the current configuration, will soon be clamoring for help with reducing increased congestion. However, they feel maintaining the current design will prevent additional congestion and diversion of traffic. How is this beneficial? It is extremely hard to understand this thinking. The more a dam is opened the greater the outflow might be a worthy analogy.

I also need to mention that a few of those with this thinking also predicted that Bikeshare would be a failure, short lived, and a fad. I'm quite sure that prediction has not proven accurate.

Following are some of my observations and thoughts.

1. In the last week T&ES posted on Facebook support for the following groups. These seem to show an appreciation for bicycling in our city.
 - WellnessWednesday
 - #BikeMonth
 - Alexandria.gov/11546
 - Alexandria.gov/GoAlex
 - #BikeALX

These five sites seem to support the need for bike/buffer lanes on Seminary Rd.. When I walk on King St. between Chinquapin Drive and Janneys Lane the bike lane space provides a buffer for safety, comfort and protection from vehicles. Those biking are removed from the traffic lane. A win win for all users.

2. It appears all of this controversy is over 15 minutes of peak rush hour traffic in the AM and again in the PM. I continue to wonder if all of those against a design that improves safety for all users only drive that section of roadway every morning and afternoon during the 15 minutes of peak rush hour traffic. I guess that is a possibility. I have yet to find these peak rush hour time periods a hindrance in getting to my destination. I travel to the King St. metro area and Chinquapin Aquatic Center at these times.

3. I think there is a lack of understanding for most everyone that the intersections will remain almost if not identical to their current design. I have pictures that I took each morning for two weeks at the N. Howard intersection. The first week I took pictures at approximately 7:30am and the second week at approximately 8:00am. I will bring these pictures to City Hall since they are too large to send. The point of these pictures is to show that the one through lane in each direction clears in less than one light cycle. Approximately 22 vehicles in the through lane clear the intersection in one light cycle. This seems to be reasonable. Reducing the roadway to one lane in each direction with a center turn lane will not cause additional congestion and diversion onto side streets but will be a continuation of the intersection design. Similar as to what happens going east onto Janneys Lane after crossing Quaker Lane. There does not seem to be abnormal congestion at this location.
4. I have walked the project area a number of times at peak rush hour and realize that the number of cars spread between the two current lanes will easily fit into one lane with two or more car lengths between each vehicle. I do not see this preventing me from getting to my destination in a reasonable amount of time driving the posted speed limit of 25mph. This would more than likely reduce the number of drivers exceeding the posted speed limit.
5. We need to keep in mind that many people ride bikes to various locations (work, stores, schools etc.) for economic reasons. Many people walk for the same reason. Not all people own vehicles and some do not have a license to drive. This fact is often pointed out when determining the parking requirement for an affordable housing development. These residents still need a safe means to travel to various parts of the city. This might include riding a bike. Providing a bike lane on Seminary Rd. might make it a bit easier and quicker for these people.
6. Many individuals walk or bike for environmental reasons. They are supporters of the Green goals put forth by the City. Others bike or walk for the health benefits. And still others use these modes of transportation for pleasure. Bike lanes, buffered sidewalks and pedestrian crossing islands will make it safe and encourage all individuals to use Seminary Rd.
7. I continue to try to understand why some individuals become outrageously angry when the topic of bicycling on Seminary Rd. is mentioned. Having bike riders in designated lanes removes them from the driving lanes thus allowing a continual flow of traffic for motorists. Once in a blue moon I ride a bike. As a motorist, I have not been angered by someone riding a bike in the street. I do find it safer when the cyclists have a separate space.
8. Just last week it was reported in the media that Amazon is constructing two new buildings in Crystal City along with providing bike infrastructure for 600 bikes. It seems they anticipate employees to use bikes to get to work. I am hopeful people who will be working at Amazon will live west of Quaker Lane and want to take advantage of this transportation opportunity. I keep thinking that every bike rider takes one vehicle off of our congested streets. If I was worried about congestion I would appreciate every person using a bike to get places. One less car congesting our streets.

9. The solution for reducing speeding on Seminary Rd. always seems to find its way to enforcement as the solution. In my estimation relying solely on traffic enforcement is unrealistic, financially unsustainable and not at all practical. I have observed over and over as an officer writes a ticket any number of drivers fly by knowing their chance of being stopped has just been reduced. For whatever reason motorists are not learning a lesson when seeing enforcement taking place. A road design that forces self-control on drivers is the only reliable, practical and financially sustainable option in my opinion. I can't figure out just how many officers would be needed 24 hours a day 365 days a year to do the same 'enforcement' a road diet design would provide. People already grumble about how much they pay in taxes. They would be paying great gobs more to provide this kind of enforcement to make a very tiny dent in the speeding issue. How is the need for safety being served by this faulty thinking?
10. Using the road diet design with a center turn lane will more than likely reduce the unsafe bobbing and weaving taking place when traffic is held up behind left turning vehicles. One through lane will have continual unimpeded flow once left turning vehicles and bicyclists are removed from the traffic path. More than likely the travel time for motorists will be reduced, even while driving the 25mph speed limit.
11. Personally, as a tax payer the opportunity to have the missing section of sidewalk installed by Virginia Theological Seminary would be an opportunity for savings similar to using the old Patrick Henry for swing space. Makes practical and financial sense to me. More than likely the missing sidewalk will remain missing if a road diet design is not selected.
12. To provide a 'level playing field' all three proposed design alternatives need to receive adjustments not just one alternative. At present this does not seem to be the case. In sports this is called an unfair advantage. Who knows, with tweaking maybe Alternative 2 would be the best selection.
13. I have great fear that little fore thought is being given to the upcoming impact of the toll lane entrances/exits at Seminary Rd. and I-395. We all want the streets in Alexandria to **first** serve the residents of Alexandria. If we design streets that encourage cut through traffic we are doing a disservice to our residents. If a design for Seminary Rd. is selected that encourages cut through traffic, all surrounding neighborhoods will experience greater impact than what they currently experience (dam example). Keeping non-resident cut through traffic on I-495 and I-395 must be the goal for the design of Seminary Rd. Alternative 3 which includes, a center turn lane, bike/buffer lanes and pedestrian crossing islands would support this goal and provide a safe travel environment for all users. Alternative 3 provides a design that gives a visual message to motorists that Seminary Rd. and the surrounding streets are residential and would not encourage cut through traffic.

From Carolyn Grigione
703-370-0653

Seminary Road and N. Howard St. Intersection
April 22 through May 3
Eastbound



4.22.19 - 7:29am



4.22.19 - 7:30am

Westbound



4.22.19 - 7:35am



4.22.19 - 7:35am

Eastbound



4.23.19 - 7:32am



4.23.19 - 7:33am

Westbound



4.23.19 - 7:34am



4.23.19 - 7:36am

Eastbound



4.24.19 - 7:33am



4.24.19 - 7:34am

Westbound



4.24.19 - 7:37am



4.24.19 - 7:38am

Eastbound



4.25.19 - 7:23am



4.25.19 - 7:24am

Westbound



4.25.19 - 7:25am



4.25.19 - 7:27am

Eastbound



4.26.19 - 7:33am



4.26.19 - 7:33am

Westbound



4.26.19 - 7:36am



4.26.19 - 7:37am

Eastbound



4.29.19 - 7:57am



4.29.19 - 7:58am

Westbound



4.29.19 - 7:59am



4.29.19 - 8:01am

Eastbound



4.30.19 - 8:02am



4.30.19 - 8:03am

Westbound



04/30/2019 08:04

4.30.19 - 8:04am



04/30/2019 08:05

4.30.19 - 8:05am

Eastbound



5.1.19 - 8:02am



5.1.19 - 8:03am

Westbound



5.1.19 - 8:04am



5.1.19 - 8:05am

Eastbound



5.2.19 - 8:08am



5.2.19 - 8:08am

Westbound



5.2.19 - 8:08am



5.2.19 - 8:10am

Eastbound



5.3.19 - 8:06am



5.3.19 - 8:07am

Westbound



5.3.19 - 8:08am



5.3.19 - 8:09am